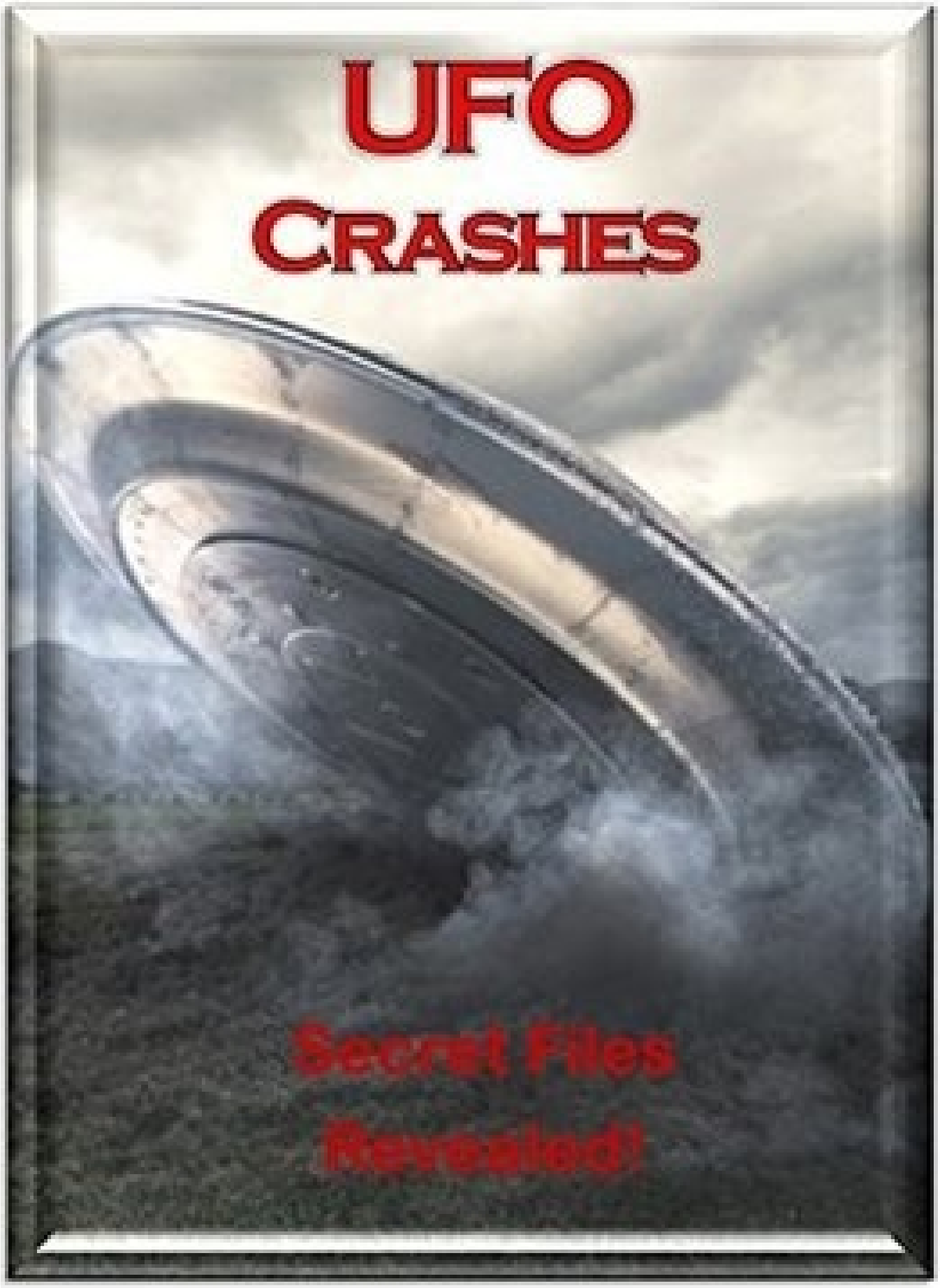
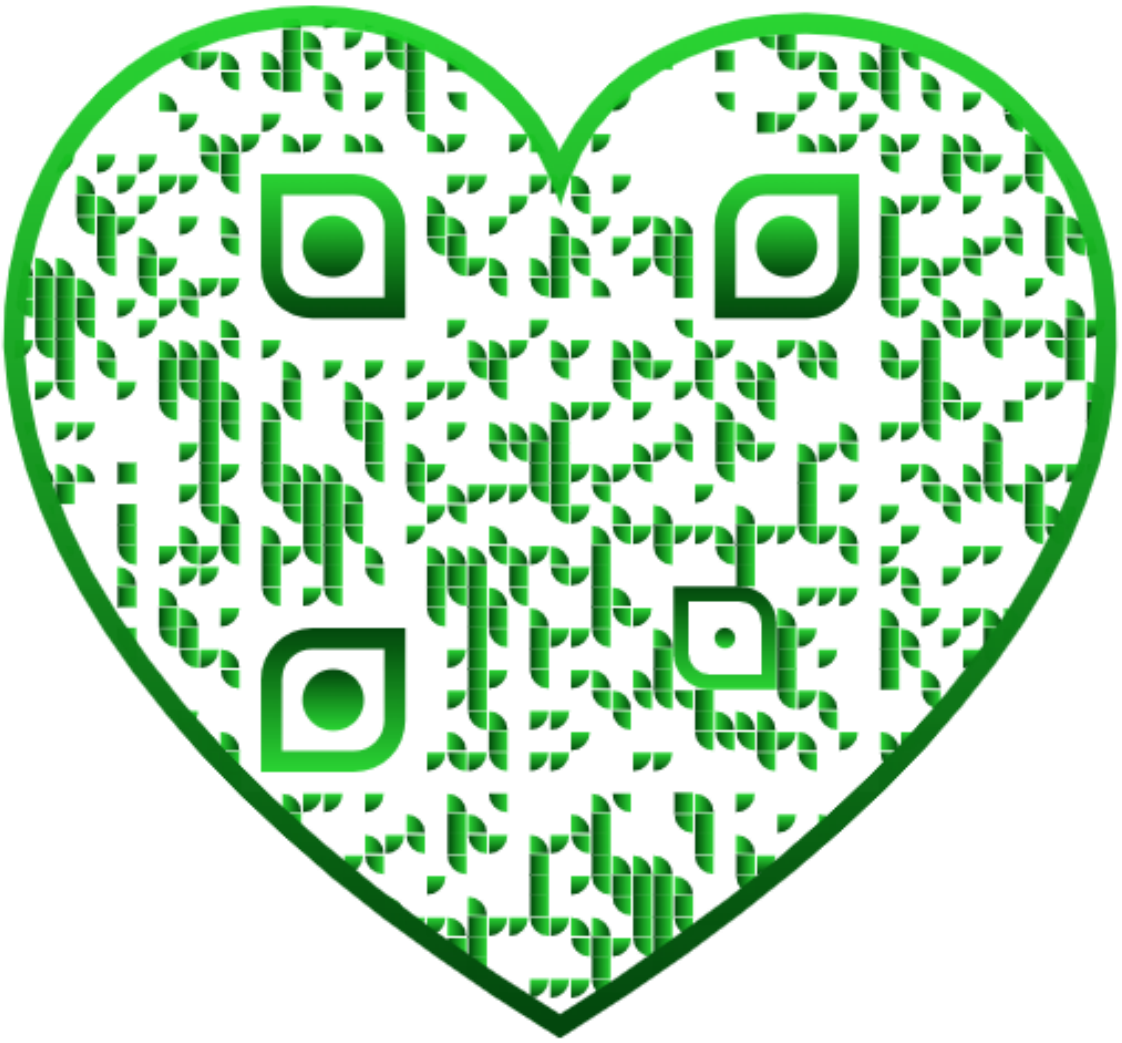

UFO
Crashes
Secret Files
Revealed!



By Gil Carlson

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Wicked Wolf Press

Email: WickedWolfPress@aol.com

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Page 1

Why is this book important?

We may be able to consider this book to be DISCLOSURE! While it is not direct disclosure from a government official, it is indirect disclosure based on the actions of the government.

The government claims that UFOs and aliens do not exist, but if you have taken a photo of one, after they brand you as a kook, there's a good chance that the Men in Black wil show up at your door demanding your evidence.

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Their own actions prove unequivocally that UFOs and aliens are real, here's why:

1. If they don't exist why does the gov't work so hard to prove that they don't exist?

2. According to government documents: They consider that "Any encounter with entities known to be of extraterrestrial origin is to be considered to be a matter of national security and therefore classified TOP SECRET."

3. Government documents claim that "Under no circumstances is the general public or the public press to learn of the existence of these entities. The official government policy is that such creatures do not exist, and that no agency of the

federal government is now engaged in any study of extraterrestrials or their artifacts. Any deviation from this stated policy is absolutely forbidden."

4. Penalties for disclosing classified information concerning ETs are quite severe.

5. Anyone involved in a "UFO close encounter" would become eligible for indefinite quarantine under armed guard. (And there are laws governing this that are enforced by NASA.)

6. In December 1953, the Joint Chiefs of Staff issued Army-Navy-Air Force publication 146 that made the unauthorized release of information concerning UFOs a crime under the Espionage Act, punishable by up to 10 years in prison and a $10,000 fine. (This draconian penalty is what prevents most former military servicemen from coming forward to disclose information.)

7. The evidence concerning UFO crashes that are extraterrestrial in origin, and their covert retrieval by highly specialized teams involving joint military and government personnel, is extensive and persuasive. These highly classified procedures established to manage the retrieval of crashed UFOs have been revealed through special operations manuals that provide an important analytical framework for understanding, and answering questions about, classified procedures used for locating, isolating and recovering crashed UFOs that are extraterrestrial in origin.

8. There are the testimonies of a number of whistleblowers who claim to have participated in UFO retrieval operations or highly classified E.T. related projects.

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While I have no intention of knowingly revealing any government secrets, I believe that what is contained in this book needs to be revealed as a matter of public interest and withholding this information by any government agency, in today's world, wil increase the distrust and lack of confidence in our government and weaken its authority.

They say we can't prove UFOs are real because there is no solid evidence, wel

this book reveals that there are actual samples that still exist in private hands. Although they are scarce because the government is very good at raking up every last trace of UFO

after the crash. But just give me a weekend to wander around Wright-Patterson and I'll give you plenty of proof!

How do they expect us to have proof when they seize photos or whatever from the citizens? If you did happen to have some proof, just see how long it takes the Feds to show up at your door, threatening your life.

And consider how these specialized UFO recovery teams are available at a moment's notice to travel to almost any location on Earth to quickly recover crashed UFOs and their occupants, rake the area clean, while preventing civilians and civil authorities from getting a glimpse of what they are recovering, even if it means the use of deadly force!

At one retrieval site, it was revealed that the military team was under orders to shoot anyone that got close enough to see the downed UFO! (This is probably the standard operating procedures for these teams.)

And an interesting bit of information you wil find covered inside: We sent in a UFO

retrieval team to Mexico to retrieve a UFO that was already being retrieved by the Mexican Government, when we caught up with the truck carrying the recovered UFO, their retrieval crew was discovered dead on the highway outside of the truck? Was it something that leaked from the UFO? Or did the aliens get out and zap them?

Other than at the Roswell incident, we rarely hear about occupants in these crashed UFOs, dead or alive. That has changed, I'm revealing all that information so that you wil be able to discover the true story about what has been going on with these visitors all these years!

Now, just how did these UFOs crash? I present a number of different explanations in the back of this book which you are sure to find fascinating!

Gil Carlson

10,000 BC: Baian Kara Ula, Sino-Tibetan Border

This strange story dealing with ancient visitors began in 1938 when archeologist Chi Pu Tei discovered regularly aligned rows of graves in the Baian Kara Ula mountains near the Sino-Tibetan border. Beneath cave drawings of beings wearing helmets along with depictions of the stars, sun and moon, were smal , frail skeletons with unusually large skulls.

Then in 1962, when stone plates found among the graves were translated by Professor Tsum Um Nui of the Academy of Prehistoric Research in Beijing.

This translation told an eerie story of a group of beings who crash-landed on the third planet of this star system about twelve thousand years ago. Unable to repair their craft, this group attempted to make friends with the mountain tribes, but were hunted down and kil ed due to their non-human features. Since this account was not compatible with the Western world-view, sadly it was dismissed.

2,000 BC: Grand Canyon, Flagstaff, Arizona

A team of experts cal ed in to examine strange debris at the bottom of the Grand Canyon discovered the wreckage of a UFO that crashed a mind boggling 4,000 years ago!

The scientists, members of a highly secret joint military task force on UFOs, inspected the spherical craft and found it to be in good condition despite its rough landing and incredible age.

The relic is made of an unknown metallic substance

and emits low levels of radiation, according to leaks

from highly placed sources. It was immediately

removed from the site and is now in a secret

location.

My contacts tel me this craft is definitely of

extraterrestrial origin and without a doubt carried a

crew of 12 to 20 individuals, said Dr. Henry

Leaumont, a California based astronomer, after he was shown secret air Force documents relating to the find.

Carbon dating shows it crash landed at the base of the canyon around 2,000 B.C.

Cabin features suggest that the crew members were much like humans, although significantly smal er. They apparently breathed oxygen, guided their atom

significantly smaller. They apparently breathed oxygen, guided their atom-powered craft with a magnetic steering system and carried supplies of food and water on board.

According to reports filed by the scientific team, the spacecraft was lodged in limestone rubble at the base of the canyon not far from an area called Comanche Point.

A thorough inspection of the landing site revealed that the spacecraft's occupants left their ship and lived near it for a number of years after it crashed.

The finding proves the existence of a space alien colony on this planet nearly 3,500 years before Columbus!

This impression is confirmed by Indian cave paintings made at the time, the Air Force secret documents attest. The paintings, found near the crash site, show strange humanoid creatures with bulbous heads. Experts believe these creatures were the same aliens who arrived in the ancient UFO.

The secret report said all traces of alien occupation disappeared within 50 years or so of the crash date. There is no indication of what might have happened to the extraterrestrials, the documents reveal.

The ship is made of an extremely light metallic fiber, Dr. Leaumont said.

It measurers about 50 feet across at its widest point and it is 102 feet long. It's an incredible find - the latest in a series of artifacts col ected secretly and hidden away in government UFO study centers.

840 AD: Lyons, France

Off-planet aliens made contact with the French during the ninth century, and sadly got themselves stoned to death by an angry mob!

Researchers said contact between spacemen and earthlings was made in the year 840, primarily here in Lyons, claims researchers such as Brad Steiger.

The French referred to the aliens as sky people because they descended from the upper reaches of the atmosphere in spacecraft, and the locals called the spacecraft “ships from the clouds.”

spacecraft" ships from the clouds.

These UFOs were piloted by beings with large heads, pointed ears and bulging eyes (mush as they are described today.) They told the French that their origin was a place cal ed Magonia. The aliens even traded artifacts and coins with peasants and tradesmen.

(Coins? I doubt if they had coins on their planet, maybe they gathered them up from Earthly locations, realizing that they were held to be valuable by Earthlings.) Unfortunately, an ugly dispute erupted and four of the aliens were seized and bound with chains. He said that after being held for several days, the prisoners were paraded before a mob, which suddenly went berserk and stoned them to death.

This account is based on an ancient manuscript penned by Argobard, the Archbishop of Lyons. The Archbishop was an eyewitness to their execution.

Aliens could easily have been exploring Earth then in the year 840, and their civilization could easily have mastered space travel. (But I feel that most evidence shows that different alien groups have been exploring Earth for a great deal longer than that, and I believe that the actual date would be mid-boggling!

1884 June 6: Max, Nebraska

Max is a small town, just under 20 blocks, and just eight miles from the seat of Dundy County: Benkelman, population 914.

The Nebraska Nugget reported, "In Max, a very startling phenomenon occurred!" It seems that John W. Ellis and three of his herdsmen and a number of other cowboys, were out conducting a roundup.

They were startled by a terrific whirring noise over their heads, and in turning their eyes saw a blazing craft falling like a shot to Earth. It struck beyond them, being hidden from view by a bank."

One of the herdsmen, Alf Wil iamson, was burned as he approached the craft, which had created a split in the ground as it dragged to a stop. He was taken back to Ellis'

home and treated for his burns.

E.W. Rawlins, the brand inspector for the district, came to inspect the scene.

The Nebraska State Journal reported on the event in 1887, saying, "One piece that looked like the blade of a propeller screw, of a metal of an appearance like brass, about 16 inches wide, three inches thick and three-and-a-half feet long, was picked up with a spade.

It would not weigh more than five pounds, but appeared as strong and compact as any known metal. A fragment of a wheel with a milled rim, apparently having had a diameter of seven or eight feet, was also picked up. It seemed to be of the same material and had the same remarkable lightness."

The lack of physical evidence means there's nothing much left today, and John Buder, a field researcher with the Mutual UFO Network of Nebraska, said that the people of Dundy County shy away from talking about the event. But most researchers are avoiding calling this a hoax. This crash in Max has ended up being a sort of mythology.

And as for the remnants of the crash, some feel that there might be some things tucked away in the Republican River valley. And claim: "I wouldn't doubt that out there in one of those tool sheds or barns out there, there's a piece of metal that no one knows where it came from."

1897 April 17th: Aurora, Texas

This, which may be one of the strangest cases involving crashed UFOs, occurred in the town of Aurora, Texas. Many people believe this to be one of many hoaxes started around this time. The year was 1897,

during which the U.S. was besotted with

hundreds of sightings of strange

airships. (But just because this led to

numerous other sightings, I wouldn’t

jump to the conclusion that the rest

were just hoaxes, most UFO sightings

come in waves. The story first appeared

on 19th April 1897, and claimed that a

strange airship had appeared over the

town of Aurora. The craft then

apparently crashed into a windmil tower

and exploded. Some of the material recovered

had strange hieroglyphic symbols on it. (Sounds

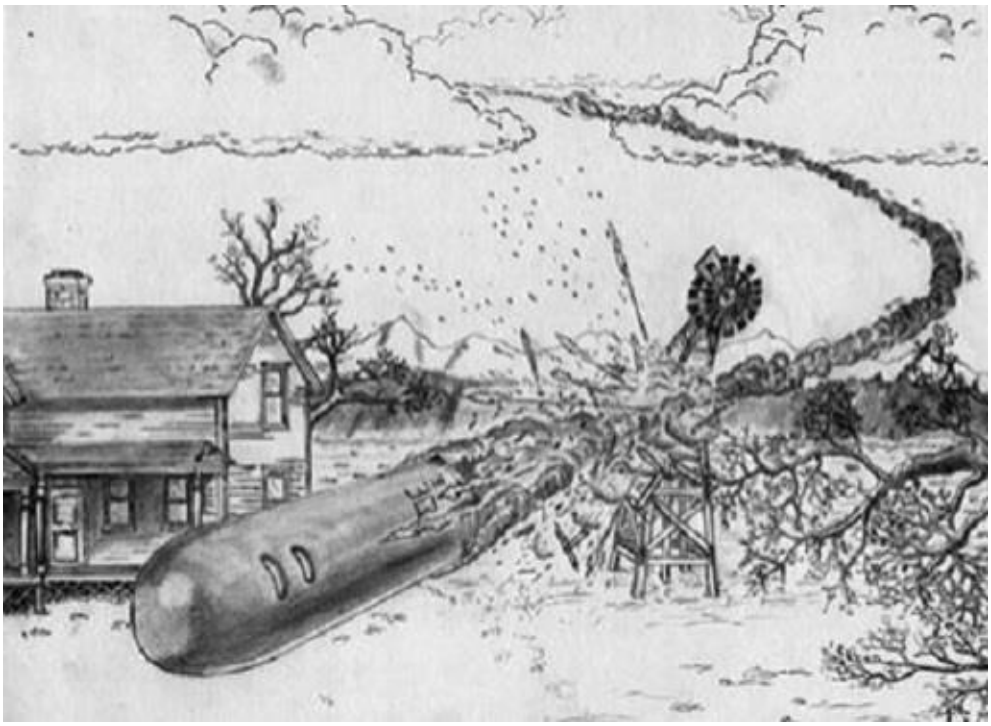
like what was discovered at Roswell, so maybe it

shouldn’t be dismissed as a hoax too quickly.)

Also amongst the wreckage was that of an 'alien' lifeform which the townsfolk buried in the local cemetery.

Several UFO researchers have tried to uncover some supportive documentation with varying success. A few witnesses were stil around when the incident was investigated around 1966 - 1977 and some of these gave evidence stating that the story was essentially true.

However, most of the evidence uncovered by researchers indicates that the story is nothing more than an elaborate hoax used to drum up interest in the town. In fact, researchers discovered that no windmil had been at the site in question and that the site was owned by the local mayor.



Although most researchers regard this as a hoax, there are stil some who pursue the case. In fact, several years ago they tried to get the grave where the alien is supposedly

buried exhumed.

The request was

denied by the

local council.

1907 July 3: Burlington, Vermont

The mid-air explosion of a UFO over Burlington, Vermont, on the eastern shore of Lake Champlain, is one of the strangest incidents of "The Airship Era" in ufology. Below is the actual newspaper story as it appeared in the Burlington Free Press of July 3, 1907: **SAW BALL OF FIRE**

ELECTRICAL DISTURBANCE THAT STARTLED

BURLINGTONIANS YESTERDAY NOON

"A forerunner to one of the heavy and frequent thunderstorms that have characterized the early summer in this vicinity startled Burlingtonians yesterday just before noon.

Without any preliminary disturbance of the atmosphere, there was a sharp report, the like of which is seldom heard. It was much louder in the business portion of the city than elsewhere, and particularly in the vicinity of Church and Col ege Streets. People rushed to the street or to windows to learn what had happened, and when a horse was seen flat in the street in front of the Standard Coal and Ice Company's office, it was the general impression that the animal had been struck by lightning and kil ed. This theory was not long entertained, as the horse was soon struggling to regain his feet."

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"Ex-Governor Woodbury and Bishop Michau were standing on the corner of Church and Col ege Streets in conversation when the report startled them. In talking with a Free Press man later in the day, Governor Woodbury said his first thought was that an explosion had occurred somewhere in the immediate vicinity, and he turned, expecting to see bricks flying thru the air. Bishop Michaud was facing the east and saw a ball of fire rushing through the air, apparently just east of the National Biscuit Company's building.

Alvaro Adsit also saw the ball of fire, as did a young man who was looking out of a window in the Strong Theater Building. Another man with a vivid imagination declared that the ball struck the center of Col ege Street near the Standard Coal and Ice Company's office, knocked the horse down by the jar (concussion) and then bounded up again to some undefined point in the sky."

"The unusual disturbance was fol owed in a few minutes by a downpour of rain, which continued, with brief interruption, for nearly two hours."

This was forty years before Roswell, at a time when there were less than five airplanes in the USA, and what was most likely a UFO exploded over the midtown area of Burlington, Vermont.

Hundreds heard the explosion and rushed to see what it was. But only a handful

Hundreds heard the explosion and rushed to see what it was. But only a handful of eyewitnesses actually saw the mystery object. Their 1907 testimony is reproduced below.

The testimonies were col ected by Wil iam H. Alexander, Burlington's weather forecaster. He thought it was an unusual case of "bal lightning." He wrote, "Without doubt one of the most unusual electrical phenomena known to the writer occurred at Burlington on the (July) 2nd.. The 'explosion' was so sudden, so unexpected that it startled practical y the entire city and there was a general, spontaneous rush to the window or street to see what had happened."

Here are the eyewitness accounts:

Bishop John S. Michaud: "I was standing on the corner of Church and Col ege Streets, just in front of the Howard Bank and facing east, engaged in conversation with Ex-Governor (Alexander) Woodbury and Mr. A.A. Buell, when, without the slightest indication or warning we were startled by what sounded like a most unusual and terrific explosion, evidently very nearby."

"Raising my eyes and looking eastward along Col ege Street, I observed a torpedo-shaped body some 300 feet away, stationary in appearance and suspended in the air about 50 feet above the tops of the buildings. In size it was about six feet long by eight inches in diameter, the shell cover having a dark appearance, with here and there Page 10

tongues of fire issuing from spots on the surface resembling red-hot unburnished copper."

"Although stationary when first noticed, this object soon began to move, rather slowly, and disappeared over Dolan Brothers' store (corner of Col ege and Mechanic Streets), southward. As it moved, the covering seemed rupturing in places and through these the intensely red flames issued."

"My first impression was that it was some explosive shot from the upper portion of the Hall Furniture Store (corner of Col ege and Center Streets) When first seen, it was surrounded by a halo of dim light, some 20 feet in diameter. There was no odor that I am aware of perceptible after the disappearance of the phenomenon, nor was there any damage done so far as was known to me."

"Although the sky was entirely clear overhead, there was an angry-looking cumulo-nimbus cloud approaching from the northwest; otherwise there was

absolutely nothing to lead us to expect anything so remarkable."

"And, strange to say, although the downpour of rain fol owing this phenomenon, perhaps twenty minutes later, lasted at least half an hour, there was no indication of any other flash of lightning or sound of thunder."

"Four weeks have passed since the occurrence of this event, but the picture of that scene and the terrific concussion caused by it, are vividly before me, while the crashing sound stil rings in my ears. I hope I may never hear or see a similar phenomenon, at least at such "close range."

Alvaro Adsit: "I was standing in my store (Ferguson and Adsit's Store, on the corner of Col ege and Mechanic Streets across from Dolan Brothers) facing the north. My attention was attracted by this 'ball of fire' apparently descending toward a point on the opposite side of the street in front of the Hall Furniture Store, when within 18 or 20

feet of the ground, the ball exploded with a deafening sound. The bal , before the explosion, was apparently 8 or 10 inches in diameter; the halo of light resulting from the explosion was 8 or 10 feet in diameter; the light had a yellowish tinge, somewhat like a candle light; no noise or sound was heard before or after the explosion; no damage was done so far as is known to me."

W.P. Dodds: "I saw the 'ball' just before the explosion. It was moving apparently from the northwest (over the Howard Bank Building) and gradually descending. I did not see it at the moment of the explosion or afterward; no damage resulted so far as known to me."

(Note: Dodds was at work at the Equitable Life Insurance Building on the south side of Col ege Street when the explosion occurred.)

So what really happened in downtown Burlington, Vermont just before noontime on July 2, 1907? Did a hovering UFO destroy a malfunctioning probe? Did hostile aliens fire a photon torpedo at the Hall Furniture Store? Guess we wil never know.

1908 June 30th: Tunguska, Siberia

At 7.00am on 30th June 1908 near the lower Tunguska River, Siberia, a large explosion occurred. The explosion was so massive that it caused damage 400 miles away, and was heard even further. Even the heat that came out from the explosion was felt hundreds of miles away.

For several nights all over northern Europe, the sky glowed enough to light the street of London. At first it was assumed that a massive meteorite had collided with the earth.

Given the remoteness of the area it was not until 1927 that an expedition was mounted to investigate the crash area. The expedition could not locate any bits of meteorite which puzzled them due the size that the meteorite would have to have been to create such a large explosion.

Another puzzle for

the expedition was the

way the trees were

felled in an outward

motion and that in the

center an area of trees

were stil standing,

although all their bark

and branches have

been destroyed.

After the Second

World War and the

bombing of Hiroshima

and Nagasaki, photos

of the cities were compared with aerial photos of the Tunguska blast, and they were stunningly similar.

As a result of this, various scientists speculated that a nuclear explosion had taken place over the area, hence explaining the tree formation, and because no nation possessed nuclear devices, the logical conclusion was that it was from an

exploding alien nuclear powered craft.

Other theories were bandied around, ranging from pinpoint black holes, to antimatter particles.

Many of the witnesses to the original crash spoke of seeing an oval-shaped mass moving across the sky, as wel as seeing the object change course, and of having a very low speed.

Most people today believe that what hit Tunguska was simply a meteorite, but the alien craft theory stil has a lot of credibility. As with most of these cases that occurred long ago, we shall probably never know for sure.

1920 June 3: Mount Pleasant, Iowa

The October 28 1973 Hawk Eye Newspaper included a story from Mount Pleasant resident Clark Linch, 75 at the time, who related a story that took place in 1920.

Linch maintained that at about 10 a.m. on June 3, 1920, he saw what he later came to believe was an extraterrestrial spacecraft land while he was fishing.

Linch said he was working his father's farm 6 miles northeast of town when he took the morning off to go fishing.

"I remember the year because I'd gotten married in January of 1920," he said, adding he was able to remember the exact date because it was his birthday.

While fishing, Linch saw an egg-shaped object the size of a cream can land silently about 15-feet from his river bank perch. The object "sat there" for about 15 minutes, "not bothering him - nor he bothering it," according to the report.

"I wasn't in any hurry to jump up and run over to it, and I'm glad I didn't. It might have kil ed me. Just when I thought about going over to take a closer look at it, it took off

without any sound and without turning around. The grass where it hit was pressed down."

Linch said the object left no damage or burn marks on the grass where it had landed.

The blue and translucent object "would have been camouflaged in the sky ... I didn't know what to believe about it at the time, and I stil don't. I've concluded that it wasn't anything from Earth."

Because of the object's smal size, Linch had said, "it couldn't have been occupied by intelligent life as we know it."

Linch observed that his sighting differed from other UFO reports because the object he saw moved slowly, "probably about four or five miles per hour," and was smal and

"apparently lightweight."

It took 35 years, until 1955, for Linch to tell his story to anybody. "You didn't talk about flying saucers in (1920)," he said.

1923: Quetta, Pakistan

A UFO explodes in mid-air over Quetta, Pakistan. Flaming debris rains down, destroying a few buildings. The fire lasts for hours, leaving only melted slag and "thin wires."

1930: Mandurah, West Australia

Smal humanoid alien shows up at a farm in Mandurah, W.A., Australia, asking for water. Shot to death by terrified farmer. (I thought those Auzzies were friendly folks, what would he have done to them if they asked for something more valuable, like maybe some of his scotch?)

1936: Black Forest, Germany

During this ten-year period, the Vril Society members were supposedly the first group to attempt the back-engineering of an extraterrestrial spacecraft. "A German writer, John Von Helsing, describes the discovery of a crashed saucer in the Black Forest in 1936 and says that this technology was taken and combined with the information the Vril Society had received through channeling and was made into a further project called the Haunebu,"

German aircraft historian Henry Stevens say the Haunebu 1 was supposedly the first large flying saucer developed in Germany. According to plans allegedly obtained from classified German SS files, the Haunebu 1 was approximately seventy-five feet in diameter and probably lifted off for the first time in August 1939, a few weeks before the outbreak of World War II.

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1938 Summer: Czernica, Poland

A UFO crashed in this area near Jelenia Gora (Jelenia Gora Province.) According to Soviet and Russian authors, evidence and wreckage recovered from the crash site was seized by Nazi Germany after the invasion of Poland one year later.

This inspired Nazi scientists to construct a "disco-plane" which they labelled the V-7.

Others refer to it as the Ay-7 or Be-7.

(This account is similar to the 1936 Black Forest, Germany UFO crash account above, although the year and locations are very different.

1941: Ocean west of San Diego, California

According to alleged MJ-12 scientist Dr. Michael Wolf, in a conversation with Richard Boylan, PhD:

"The first UFO came down in 1941 into the ocean west of San Diego, and was retrieved by the Navy."

"The Navy has held a leadership position in UFO matters ever since."

1945 approx: United Kingdom

The late Leonard Stringfield, ex-US Air Force Intel igence Officer, and UFO researcher, quoted one of his sources, a pilot, who said he was aware of the crash of a "Foo Fighter"

in the U.K. some time during the 1940s.

John Lear, a pilot who had flown covert missions for the Central Intelligence Agency commented that while his information was sketchy, he had definitely been advised that the UFO had been 'strapped to a Boeing B-17' aircraft and transported to the States.

In a 1958 letter from Brazilian UFO researcher, Olavo T. Fontes, to a UFO organization in the U.S., he revealed how he had been contacted by sources connected to Brazil's Page 16

Naval Intel igence, and had been quietly informed that the rumors of a UFO having crashed in the UK were true, and furthermore that the recovered craft was practically undamaged! Fontes elaborated and revealed that the British case was not a singular event - there had been other such crashes in North America, the Sahara Desert and Scandinavia.

He continued, 'All of these discs were smal crafts - 32, 72 or 99 feet in diameter. In all of them were found bodies of members of their crews. They were "little men' and ranged in height from 32 to 46 inches. They were dead in all cases, kil ed in the disasters. The examination of the bodies showed they were definitely "humanoid" - but obviously not from this planet.'

Then on 22 May 1955 (at least a decade after the event occurred), American journalist Dorothy Kilgallen wrote in an International News Service cable:

“I can report today on a story which is positively spooky, not to mention chil ing. British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions, but are flying saucers which originate on another planet.”

“The source of my information is a British official of Cabinet rank who prefers to remain unidentified. 'We believe, on the basis of our inquiry thus far, that the saucers were staffed by small men - probably under four feet tall. It's frightening, but there's no denying the flying saucers come from another planet.'”

“This official quoted scientists as saying a flying ship of this type could not have possibly been constructed on Earth. The British Government, I learned, is withholding an official report on the 'flying saucer' examination at this time, possibly because it does not wish to frighten the public.”

“When my husband and I arrived here from a brief vacation, I had no premonition that I would be catapulting myself into the controversy over whether flying saucers are real or imaginary.”

Gordon Creighton, a former diplomat and intelligence officer, advised that the crash had occurred at some point during World War Two and that the details had been given to Kilgallen at a cocktail party by an illustrious source in mid1955.

while they were taking care of us in all theatres of operation," it was reminded.

frequency and intensity in the last 48 hours. The latest quake caused no reported damage.

Mysterious 'Ghost Rockets' Puzzling to Swedish Army

STOCKHOLM, Aug. 12—(AP)—Swedish military authorities plan to publish within the next few days a communique on an investigation they have been making of the "ghost rockets" that have been streaking daily over Sweden since early July.

Official sources have declined to speculate on the source of the mysterious spool shaped missiles, but it is generally believed that the rocket-propelled objects come from some place along the Baltic coast of Germany.

Between July 9-12 authorities received 300 reports of the missiles and since then reports have poured in daily. Fragments examined by scientists gave little in the way of clues.

In general the rocket is described as a small object with a flaming tail, which speeds at great height, making little sound. The longest flight of any of the missiles, so far as military experts could determine, was about 600 miles.

Swedish newspapers have been cautioned not to publish the names of places where the rockets appear.

Are we able to make any sense of these 6 Scandinavian sightings/crashes below? Could they be military? Missile tests?

1946 July 9: Lake Barken, Sweden

Object w/ blue & green flashing lights crashed into lake.

1946 July 18. Lake Mjosa, Norway

2 - 8' long missiles with wings crashed into lake with notable turbulence.

1946 19 July, noon. Lake Kolmjarv, Sweden

Ghost rocket into lake.

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1946 august 12. SW Sweden

Cigar shaped object, 5 ft. long trailing smoke landed on smal uninhabited island.

1946 August 16 - Malmo, Sweden

Ghost rocket exploded breaking windows & dropping fragments.

1946 mid-October Southern Sweden

Smal dart with wings & ball shaped tip exploded as it crashed into water.

1947, January: Papagos Indian Reservation, Arizona

W.H. of Yucca Val ey, Calif., while stil serving in the U.S. Navy, was on leave with C.C.

who was just out of the U.S. army. While they were looking for desert property to buy they came upon the Papagos Indian Reservation, north of the rugged Superstition Mountains. west of Globe, Arizona.

While traveling on a dirt trail, they came upon a group of military personnel guarding a crashed saucer half buried in the sand.

Described as disc shaped with a domed top; about 30 ft. diam.; two rings on its outer edge which seemed to have windows between them. There was no evidence of an encampment or heavy equipment at that time so it could have just been discovered.

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1959 January 2: Gdynia, Poland

A bright, shining craft crashed into the harbor basin. One and possibly two EBE's (Extraterrestrial Biological Entities), were found and recovered by soldiers of the Border Guard or the Navy. These were next transported under tight security to the Soviet Union, where they remain to this day.

A television documentary which had been made by the NHK TTC (Channel 8) of Tokyo, which focused on an alleged UFO-crash in Gdynia, Poland, on 21 January 1959.

1997 March 15: Wegorzewo, Suwalki. Poland

A UFO was seen to explode in the air before crashing to the ground at 5:00 pm. Its remains were immediately gathered by soldiers of the Polish Army.

The Army denied all knowledge of the incident at the time, but since then, Army spokesman Col. Zdzislaw Czekierda of the General Staff, has publicly stated that "...the General Staff of the Polish Army have had a special division which gathered and evaluated all information about UFO sightings and close

gathered and evaluated all information about UFO sightings and close encounters with aliens since the early 1980s". Wow! How many high-ranking military officials in the West have come forward to make such startling admissions?

1941 Spring: Cape Girardeau, Missouri

This, one of the most mysterious stories of a crashed UFO with alien bodies, preceded the well-known Roswel event by some six years. This was a fascinating account of a military control ed UFO crash retrieval which is stil being researched today. The details of this case was revealed with a letter from Charlette Mann, who related her minister-grandfather's deathbed confession of being summoned to pray over alien crash victims outside of Cape Girardeau, Missouri in the spring of 1941.

Reverend Wil iam Huffman had taken the resident minister reigns of the Red Star Baptist Church in early 1941. Church records corroborate his employment there during the period in question.

After receiving this call to duty, he was immediately driven the 10 to15 mile journey to some woods outside of town. Upon arriving at the scene of the crash, he saw policemen, fire department personnel, FBI agents, and photographers already mulling through the wreckage.

It was a very different situation then he had expected. It was not a conventional aircraft, as we know it. He described it as a saucer that was metallic in color, no seams, did not look like anything he had ever seen. It had been broken open in one portion, and so he could walk up and see inside.

In looking in he saw a smal metal chair, gauges and dials and things he had never seen before. However, what impressed him most was around the inside there were inscriptions and writings, which he said he did not recognize, but were similar to Egyptian hieroglyphics.

There were three entities, or non-human people, lying on the ground. Two were just outside the saucer, and a third one was further out. His understanding was that perhaps that third one was not dead on impact. There had been mention of a ball of fire, and there was fire around the crash site, but none of the entities had been burned and so father did pray over them.

Immediately after performing his duties, he was sworn to secrecy by military personnel who had taken charge of the crash area. He witnessed these warnings being given to others at the scene also.

As he arrived back at his home at 1530 Main Street, he was stil in a state of mild shock, and could not keep his story from his wife Floy, and his sons. This late night family discussion would spawn the story that Charlette Mann would hear from her grandmother in 1984, as she lay dying of cancer at Charlette's home while undergoing radiation therapy.

Charlette was told the story over the span of several days, and although Charlette had heard bits and pieces of this story before, she now demanded the full details.

As her grandmother tolerated her last few days on this Earth, Charlette knew it was now or never to find out everything she could before this intriguing story was lost with the death of her grandmother.

She also learned that one of the members of her grandfather's congregation, thought to be Garland D. Fronabarger, had given him a photograph taken on the night of the crash.

This picture was of one of the dead aliens being held up by two men. (See below) Page 21

And he never spoke of it again. But about two weeks later, one of the men who had a personal camera that he had put in his shirt pocket, approached grandfather and said I think someone needs a copy of this.”

I have one and I would like you to keep one. So that's how it came about that grandfather had the picture to begin with. But he never spoke of it again. The other people seem to be very intimidated and very frightened and paranoid.

Other living supporting witnesses include Charlette Mann’s sister who confirmed her story in a notarized sworn affidavit, and the living brother of the Cape Girardeau County sheriff in 1941, Clarance R. Schade. He does remember hearing the account of the crash, yet does not have many details. He does recal hearing of a "spaceship with little people."

There are also Fire Department records of the date of the crash. This information does confirm the military swearing department members to secrecy, and also the removal of all evidence from the scene by military personnel.

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Guy Huffman, Charlette's father also told the story of the crash, and had in his possession the photograph of the dead alien. He showed the picture to a photographer friend of his, Walter Wayne Fisk.

Charlette had no luck in getting Fisk to return calls or answer letters. It has been rumored that Fisk was an advisor to the President, and if this was the case, would account for his silence on the facts of the Missouri crash.

1947 July 31: Maury Island, Tacoma

This is probably the only case on record of a Hoax indirectly leading to the death of UFO Investigators.

The story surfaced from Ray Palmer (editor of Amazing Stories), regarding a man cal ed Fred Crisman who claimed to have actual physical evidence of a flying saucer.

Palmer passed the story onto Kenneth Arnold, who was investigating UFO reports in the Northwest. Arnold interviewed Crisman and his associate Harold Dahl who claimed they were harbor patrolmen (their first lie). Crisman reported that they had seen a doughnut shaped craft dump piles of slag like material on

that they had seen a doughnut-shaped craft dump piles of slag-like material on the beach of Maury Island in Puget Sound. The next morning a mysterious man in black had threatened Dahl, who claimed the man said 'I know a great deal more about this experience of yours that you wil want to believe.'.

The two men showed Arnold the material who in turn contacted an Army Air Force intelligence officer, Lieutenant Frank Brown, who flew up from Hamilton Field in California in the company of another Air Force officer.

The two Air Force officers immediately recognized the material as ordinary aluminum but did not say so in front of Arnold due to the fact that he would feel embarrassed.

While flying back to Hamilton, their B-25 caught fire and crashed, kil ing both officers.

Crisman and Dahl later confessed to investigators that they had made up the story.

Before his death Crisman changed the Maury Incident story to that of an American Plane dropping radioactive waste instead of a UFO dropping unknown substances.

But, was this really a hoax? Or is there more to this story? Could someone really identify a metal as ordinary aluminum without testing it?

1947 July 4: Roswell, New Mexico

Frank Kaufman, who was a base security officer at the

time, and who was one of the first to visit the crash site and see the bodies, has

also gone public with his story of the crash, which was reported by AP in 1997.

There is also strong support for the theory that in fact two (or more) craft piloted by different species col ided, with one crashing at the Roswell site, where it skipped after an initial impact several miles away, and another landing almost intact at the Corona crash-site. When Col. Corso was questioned by one journalist about the number of craft that crashed that night, he held up three fingers.

ROSWELL, N.M. - In an old West ranching town, an 80-year-old man with bushy eyebrows sits in his tidy brick house and talks about the time he saw the aliens.

Frank Kaufmann doesn't seem crazy. He smiles often and is warmly polite, if a bit grumpy about the recent influx of UFO buffs.

"You've got these guys coming out of the woodwork," Kaufmann says. "There's people who said they've been abducted, there's women claiming they've given birth to alien babies. That's just a bunch of crap, see."

Kaufmann has his own story to tell:

This is a town where respectable folk - merchants, military veterans and city officials -

speak candidly about the day in 1947 they heard about or were involved somehow in helping recover the remains of a flying saucer and the bodies of aliens kil ed in the crash.

Their stories are part of a legend, commonly referred to as "The Roswell Incident," that locals try to cash in on. Despite an Air Force report that said the wreckage came from a weather balloon and the alien bodies were test dummies.

Then the Air Force acknowledged it didn't use dummies in these experiments until the mid-1950s and explained the discrepancy by suggesting locals had mixed up their dates.

Yeah, sure.

Fifty years ago, Kaufmann says, he and several soldiers and other civilians working at the Roswell Army Air Field were dispatched to check on reports of a

fireball that had crashed northwest of town.

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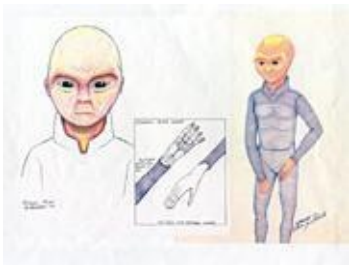

They found the site easily - even in the afternoon sun, he says, the glow was visible from the shoulder of Highway 285.

"We were 200-300 yards from the

impact area and it didn't look like a

plane, it wasn't anything like a missile,"

he says. "It was kind of a strange-

looking craft, kind of a horseshoe,

almost a Stealth bomber-type shape,"

referring to the Air Force's bat-winged

B-2.”

"When we saw what it was, this

strange craft and the bodies, we were

just shocked," he says. "We radioed in to

have body bags sent out, and they were carted off to the base hospital. The craft itself was loaded on a flatbed with a tarp on it and driven right down Main Street to the base."

He describes five dead aliens:

"One was thrown out, it was up against the arroyo; one was half-in, half-out, and the other three were inside," he says.

They had neither big eyes nor long, stringy fingers, he says, but were "trim, good-looking people."

"They were hairless and had kind of ash-

colored skin. They were maybe 5-foot-3 or

5-foot-4," he says.

Kaufmann says he and his col eagues "for

security reasons took a monkey oath" the

next day: "We saw nothing, we heard

nothing, we wil say nothing."

For 47 years, he kept the vow.

Then, as alleged witnesses began speaking

up, Kaufmann told his story to authors Kevin

Randle and Don Schmitt. He insisted, at first,

that his name not be revealed, and in their book, "The Truth About the UFO Crash at Roswell," Kaufmann is named Steve MacKenzie.

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These days, after repeating his tale a number of times, Kaufmann is more candid.

"I'm not going to be around much longer," he says. "Folks might as well know."

The first UFO stories out of Roswel came in early July 1947 after the military reported it had recovered a flying disc. Higher authorities refuted the press release the fol owing day, saying the "disc" was a weather balloon. But word was out, transmitted on news wires and printed in papers around the world.

Forty-five miles to the east and within

a week of Kaufmann's find, rancher

Mac Brazel told reporters he'd found

a crumpled mass of strange metal

while checking livestock after a

particularly stormy night.

It wouldn't tear. It wouldn't ignite.

According to period news accounts,

military officers who went to the site

recovered several large pieces of the

unusual metal - along with four or five

alien corpses.

Theories abound to explain how wreckage and aliens could have been seen and recovered in different places. One contends two flying saucers col ided. The General Accounting Office, the investigative arm of Congress, determined in 1995 that records concerning the Roswell base from the late 1940s had been destroyed.

Lt. Walter Haut was the Army Air Corps public-information officer who issued the

"flying-disc" press release. Now 74, Haut says he has never seen a UFO.

Yet he remains a believer. "There must have been something in the skies at that time,"

he says. "There's just too much evidence."

Glenn Dennis, 72, is a retired mortician. One day in the first week of July 1947, he says, he got a call from a man at the military base, asking for several hermetical y sealed baby coffins.

"He also wanted to know about procedures for picking up bodies that had been left in the elements for several days, possibly mutilated by predators," Dennis says.

"I asked if I could help. He declined."

Jim Ragsdale witnessed the crash of a second craft at a site at the base of the Capitan Mountains, together with his girlfriend, Trudy Truelove, and examined the craft's interior and the bodies of the occupants.

About 11:30 P.M., Ragsdale said he saw an object roar overhead and slammed into the ground a mile or so from where Ragsdale was entertaining his young companion.

After the rain ended (I'm not making this up you know!), Ragsdale and his girlfriend got dressed and drove across the rocky terrain to the edge of a short cliff. Using a flashlight in which the batteries were failing, they saw a ship stuck in the side of the cliff. As the flashlight was failing, they decided to go back to where they had been and to return in the morning.

Why they never decided to drive the relatively short distance to town to report the crash and to try to get aid for any possible survivors has never really been answered.

When the Sun came up, Ragsdale and Trudy Truelove left where they had been parking and returned to the cliff to examine the crash site. Ragsdale and Truelove then got their first good look at the crash scene and, according to Ragsdale, Truelove wanted to "get the hel out of there."

They went down and examined some of the debris that was lying all over the ground and marveled at the characteristics. "You could take that stuff and wad it up and it would straighten itself out." Near the craft, Ragsdale saw "bodies or something laying there. They looked like bodies. They weren't very long… four or five feet long at most."

Ragsdale and Truelove didn't check to see if any of them were alive or in need of help.

They decided instead to gather up some of the wreckage, and were throwing it into their truck when they "heard all of them coming… It was two or three six-by-six army trucks, a wrecker and everything. Leading the pack was a '47 Ford car with guys in it.

MPs in it."

While they watched, the trucks fanned out and parked. Now Ragsdale said he got worried along with Truelove. He pulled his truck (or was it a Jeep?) into a copse of trees and watched as the MPs began to cordon off the area. They watched long enough to know that "they cleaned everything all up. I mean they

cleaned it. They raked the ground and everything."

Ragsdale and Truelove decided to get out before the MPs searched the area and returned to the site of their amorous adventures of the night before.

So, according to Ragsdale's story, the MPs and the other soldiers cleaned up everything, including, apparently, the bodies, and raked the ground prior to searching the area.

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Jim Finds a New Crash Site:

On April 15, 1995 - Ragsdale signed another affidavit in which he totally changed where the alien spaceship was supposed to have crashed. He moved the crash site from 35

miles north of Roswell to another location roughly 55 miles west of Roswell.

He also made significant changes from his first affidavit, beyond merely changing the location of the impact site.

So What do the Neighbors Say?

The family of the people who owned the ranch during the period when the crash supposedly happened disputes Jim Ragsdale's first crash site (the "Hub" Corn site).

In a sworn statement made on Feb. 3, 1997, Jim McKnight notes that the "alleged impact site is located on a part of the ranch that belonged to my aunt and is a little over a mile west of my grandfather's original ranch house - I do not believe that a UFO or anything else crashed at the alleged crash site in 1947 for several reasons.

No one in my family had any knowledge of such crash or military retrieval. If a coyote crossed that ranch, my dad or uncle would likely see his tracks. .I cannot believe that a convoy of Army trucks and cars could have come and gone without them noticing. If they had seen it, they would have told us about it."

To reach the supposed crash site, the Army would have had to pass within 200 yards of the ranch house on land owned by McKnight's family.

McKnight continued "during the 1950s I rode horseback all over both pastures around the alleged crash site on a number of different occasions."

Why did he ride horseback? "…because there were not any roads west from the ranch house [to the alleged impact site]. It was not until the early 1960s that my aunt hired a bulldozer to build a crossing on the Macho (an arroyo)."

In a later interview, when asked if an army convoy could have made it, McKnight replied

"to get to the alleged impact site a convoy would have to get across the Macho which was all but impossible in 1947."

His affidavit concludes "the entire Roswell Incident has been of great interest to me and I hope to find the truth someday, I do not have an axe to grind nor a profit to be made from this incident."

(Affidavit available from the Roswell International UFO Museum which obtained it initially)

What about the second Roswell Crash Site of Jim Ragsdale?

Albuquerque journalist Wil iam P. Barrett researched the Roswell Incident for an article for the July 15, 1996, issue of Forbes Magazine (which was headlined: "Unidentified Flying Dollars") and an article for the Albuquerque newspaper Crosswinds. Barrett interviewed persons who had lived near the Ragsdale impact site. From the Crosswinds article:

site. From the Crosswinds article:

- Dorothy Epps, whose family-owned land is only one-half mile from the Ragsdale site:

"I'm quite sure we would have heard about it if it were true. It's all a hoax."

- Bil Edgar, who worked as a farm hand near the Ragsdale site in 1947: "It never happened. I never heard about saucers or soldiers moving around."

- Kenny Schear, manager of the nearby Armstrong ranch who arrived in 1955: I've talked to all the old-timers over the years. I think it's the biggest damned joke I've ever heard."

Barrett also interviewed Ragsdale's former wife. Vennie Scott, who divorced him after 40 years of marriage, said that he had never told her about a crashed saucer, but she said she once heard her husband, while drunk, tell the tale to a friend. Yet, Randle and Schmitt, in their second book on Roswell, reported that one of the reasons for believing Ragsdale was his wife Mary corroborated his story.

Was Roswell just a hoax as some may

claim? While some of the information

above puts a different slant on things,

there is so much information out there

and so many witnesses that the story

keeps shifting. I believe something big

happened out there, it may not be

exactly as we were led to believe or in

exactly the same places, but Roswell was

real. The whole town was sworn to

secrecy and threatened with strong

secrecy and threatened with strong

consequences not to talk, so something

happened, I’m sure of that!

And don’t forget, many townspeople take their oaths of secrecy seriously, even after many years, and wil say they didn’t see anything, or it’s a joke when maybe they did see something and wil never talk out of loyalty, fear, or being ridiculed since Roswell turned into a circus.

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The following information was provided by a government informant who was involved in a “special Program” and released this information after his retirement:

“As for Roswell, it occurred, but not like the story books tell. There were two crash sites. One southwest of Corona, New Mexico and the second site at Pelona Peak, south of Datil, New Mexico.

The crash involved two extraterrestrial aircraft. The Corona site was found a day later by an archaeology team. This team reported the crash site to the Lincoln County Sheriff's department. A deputy arrived the next day and summoned a state police officer.

One live entity [EBE] was found hiding behind a rock. The entity was given water but declined food. The entity was later transferred to Los Alamos.

The information eventually went to Roswell Army Air Field. The site was examined and all evidence was removed. The bodies were taken to Los Alamos National Laboratory because they had a freezing system that allowed the bodies to remain frozen for research. The craft was taken to Roswell and then onto Wright Field, Ohio.

The second site was not discovered until August 1949 by two ranchers. They reported their findings several days later to the sheriff of Catron County, New Mexico. Because of the remote location, it took the sheriff several days to make his way to the crash site.

Once at the site, the sheriff took photographs and then drove back to Datil.

Sandia Army Base, Albuquerque, New Mexico was then notified. A recovery team from Sandia took custody of all evidence, including six bodies. The bodies were taken to Sandia Base, but later transferred to Los Alamos."

Ebe #1 The Alien that Survived the Roswell Crash

Now some may consider the fol owing information a hoax, but I have included it because it does have a ring of authenticity. You be the judge!

Ebe #1 Was found in the Roswell crash site near Corona, NM. Was slightly hurt and quickly recovered from his wounds. Was a mechanic. He was able to communicate through pictures with Army personnel. They placed him in an isolation room at the Roswell Army Airfield. In September 1947, he was transferred to Kirtland Field and was again isolated in a medical unit.

During this time period, He worked with top military linguists. They were able to communicate with him by showing him photographs. They later developed symbols to communicate words.

Eventually, Ebe #I was able to utilize these symbols to communicate his wants and needs. He was able to eat simple foods, such as bread, fruits, pasta, salads, and cheese.

However, meats caused him problems and he would vomit the meats. He was examined by numerous medical doctors and scientists. They took skin samples, examined his body fluids and conducted X-rays on him. They found that Ebe #l had one (1) primary organ that worked as his heart and lungs; that organ was combined.

He had a simple digestion system. One organ worked as a stomach and one other organ worked as his intestines. They could find NO liver, pancreas, or gall bladder. Apparently, Ebe #l's stomach acted as all of these organs or he just didn't need them. He had small glands on his hands, arms and legs. His glands would enlarge at certain times. Scientists could not figure out what these glands were for nor their use.

Ebe #I measured 4'3" tall and weighed 60-lbs. His weight never varied; however, his height did. During the winter months, his height would increase by about one

(1) inch.

His body generated heat by some means that our scientists could not determine. He wore a tight-fitting 1-piece suit. That suit was all he needed to maintain his correct body heat. The suit was made of an elastic material that retained warmth and kept out cold.

He had a body heat of 101 degrees which almost never varied. He was provided with a blanket, but he rarely used it.

Ebe # I's blood was light red, but contained similar cells such as red and white blood cells. This blood also contained numerous things our scientists could NOT identify. His body did not require a large quantity of water/fluids. He was able to extract the fluids required to maintain his proper levels through the breakdown of food. His body was able to somehow determine the correct amount of fluids required and eliminate the remaining unused fluids. It was determined that eating was NOT a pleasurable activity for Ebe #I, but rather a necessity.

He was always calm, kind and very considerate. He never got excited, rude nor was mean spirited. He was very social, even though he couldn't understand others around him. He liked to touch people and learned that holding a human hand was a common social practice. He was very docile. Even when scientists were poking and examining him, he seemed to understand as he just let them go about their business. He was always wil ing to communicate or attempted to communicate. He quickly learned the symbols system and eventually learned our language in a very simple way.

When you think of UFO crashes and retrievals, the first and maybe only thing that pops into your head is Roswell, right?

Now as you study the information in this book, you wil discover that UFO crashes and retrievals have been happening and are continuing to happen fairly often, and those are the ones we hear about!

How many are happening that we don't hear about as the governments increase their ability to quickly react to, cleanse, and cover-up these incidents? And the press becomes more reluctant to cover anything related to this subject?

So does it seem strange that Roswell appears as thee one focus point? OK, it just happened that way due to all the attention it got. Yes, some things just happen, but as I see it, most things in our lives are programmed and control ed and some events just happen and then are control ed and the script is then rewritten to show a different beginning or ending.

Yes, you are right, I am getting paranoid, but I was born that way {Never trusting what I was told and always looking a little deeper at things!) So what if Roswell (regardless of how it happened or how accurate our information on it is) was developed, (or turned into) a UFO focus point by the government? The reason? So that when you think of UFO's you focus on Roswell, something that happened so many years ago, and are distracted from realizing that it is stil going on today and is happening continuously!

And continues to be an event or threat in our lives? So now our UFO thoughts are on Roswell and because it has taken on such a circus-like atmosphere with tours, conferences, museums and so much more, it allows some people to just dismiss Roswell (and along with it UFOs and aliens) as a joke!

My earliest memory of

Roswell: When I was a

young man (40 something

years ago) driving through

Roswell with a business

associate, and stopping for

lunch there. I had never

heard of Roswell before

then, but I soon realized

that some kind of UFO

event had occurred there as

we were sitting in a diner

eating some kind of alien

burgers!

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1950 January: Mojave Desert, California

"On this land a flying disk has been found intact, with eighteen three-foot tall HUMAN-LIKE occupants, all dead in it but not burned."

-- FBI memo from New Orleans Branch to Director, FBI, March 31, 1950 about a disk found in the Mojave Desert in January, 1950

(Note: An alleged photograph of an alien body being kept in cold storage at

Wright Patterson shows what appears to be a smal HUMAN like being with human-like eyes and oriental features. Although it was about the size of the short grays, this particular being is apparently not sauroid-reptilian in nature. Is it possible that the eighteen

"human-like" occupants described in this quote are of the same race?) 1947 August 13: Hopi Reservation, Flagstaff, Az

On August 13, 1947, just a little more than a

month after the infamous Roswell incident, six

Native Americans discovered a stil -smoldering

metallic object crashed in the New Mexico desert.

Inside they found an alien creature who, though

injured, was stil alive.

Hearing the approach of military troops, the men

decided to keep the being from capture and care

for him themselves. Taking him to their home,

they found the being could communicate with

them through a crystal device that conveyed

images.

One of the rescuers was the now-deceased grandfather of Robert Morning Sky, a Native American of Hopi and Apache extraction, who today tells his ancestor's story and lectures on an alternative Robert Morning Sky history of Earth as pieced together from the crash victim. His account of the being's rescue has been supported by other Native Americans who claimed they too have heard the story of the being called the "Star Elder."

1950 May 10: Pampas Region, Bahia Blanca Province, Argentina

Dr. Enrico Botha came across a landed disc with three dead ET occupants. On returning the next day only landing traces were visible, and they observed three UFOs overhead.

1950 December 6: El Indio/Guerrero area of

Texas/Mexican border

"A second object, possibly of similar origin (to the Roswel object), impacted the earth at high speed in the El Indio/Guerrero area of Texas/Mexican border after fol owing a long trajectory in the atmosphere. By the time a search team arrived, what remained of the object had been almost totally incinerated. Such material as could be recovered was transported to the A.E.C. facility at Sandia, New Mexico, for study."

1950 December: Mexico across border - Del Rio

An official US document referred to the retrieval by US military authorities of a "flying saucer" from its crash-landing site in December 1950 on Mexican soil across the border from Del Rio, Texas. It was claimed that the U.S. confiscated the apparently extraterrestrial spacecraft without proper authority from the Mexican Government.

1952 Sept 9th: Spitzbergen Island, Norway

Stories were beginning to come out in the German Press about an alleged UFO crash on the island of Spitzbergen, off the northern coast of Norway. The stories reported that 6 Norwegian jets were on an exercise flying over the Hinlopen Straits when radio contact was lost due to heavy static interference. At the same time the local radar post at Narvik, was showing a distorted signal of the jet fighters and the presence of a UFO.

Whilst the jets were circling, the captain, Olaf Larsen spotted a large metallic disc in the snow which looked as if it had crashed. The captain reported his findings, which led to search and recover teams being sent to the reported location.

When the teams arrived they described the craft as 150ft in diameter and that it was giving off radioactive emissions. The craft was also described as silver in color and had strange symbols written on the outside. The teams assumed that this was a Russian test aircraft which had flown out of control. The craft was shipped to Narvik where it was examined.

The results of the investigation were not released for 2 years, and the report stated that the craft was not of Russian origin, and that it was a craft that had not been built by any country on earth. They stated that the material that the craft was constructed from could not be identified. Note that these reports were never verified.

1953 May 21: Kingman, Arizona

It is rumored that a UFO crashed on the 21st May 1953 near the desert town of Kingman, Arizona. This case was first brought to the public's attention by Raymond Fowler in June 1973. Fowler had obtained evidence from a witness he referred to as

'Fritz Werner'.

Werner claims to have been working on a special contract at a nuclear test site in Nevada. On the 21st May he was called away by his boss and told that he would be going on a 'special assignment'. He was flown to Phoenix and then taken in a bus with blacked out windows to a location north-west of Phoenix, he and the others on the bus were told not to speak to each other under any circumstances.

When they arrived at their destination they were taken to see a 30ft disc embedded into the sand. The craft was lit up by military arc-lights. The object appeared have of been constructed of an aluminum-like material. There was a small hole in the craft, which appeared to be the result of a crash.

Werner's task was to calculate the speed that the craft was travelling when the crash occurred. Once finished he spoke briefly to some of the others who mentioned seeing a smal cabin and tiny chairs inside the craft.

Whilst they were back on the bus and being taken back they were made to sign the

'Official Secrets' act and were told never to tell anyone about this incident.

Werner also claims to have seen the body of a small creature about 4ft tall inside a smal medical tent. The creature was wearing a skull-cap and a silver one-piece suit.

Fowler made several checks as to the integrity of Werner and everyone who knew him said that he was a man of considerable integrity and scientific ability.

Support for this story once again came from personnel at Wright Patterson who claimed that he was witness to a delivery from a 'crash site in Arizona' in 1953. He said that 3 bodies had been recovered and were packed in dry ice, 4ft tall, large heads and brownish skin.

Since then several other witnesses have come forward including a future Vietnam commander who has testified to the validity of the story.

1953 Summer: Fort Polk, Louisianna

UFO/ET crash/recovery near Fort Polk, Louisiana, during the "Sagebrush" maneuvers across the Texas-Louisiana border.

It is believed strongly there is validity to this incident although two witnesses (unknown to each other according to his best evidence) had mysteriously disappeared and have not been heard from n years. Both had quickly left their residences with their families without advanced notice and without any records of future address or telephone numbers.

1954 Spring: Mattydale, New York

In this suburb of Syracuse, at 3 a.m. on a Sunday, an information specialist and his wife saw a 20-foot-wide object being examined on the ground by several men who were taking pictures. The next day an officer told them the event was a military secret. Later, police denied the whole incident ever took place.

1957 Sept 14: Ubatuba, Brazil

One of the few cases of a crashed UFO and physical evidence is that of the crash that occurred on the beach here. The story began when Ibrahim Sued, a journalist with O

Globo (a leading Brazilian newspaper), received a letter on 13th September. The letter was signed but the signature was unreadable. The letter stated:

"As a faithful reader of your column and your admirer, I wish to give you something of the highest interest to a newspaper man, about the flying disks. If you believe that they are real, of course. I didn't believe anything said or published about them. But just a few days ago I was forced to change my mind. I was fishing together with some friends, at a place close to the town of Ubatuba, Sao Paulo, when I sighted a flying disk. It approached the beach at an unbelievable speed and an accident, i.e. a crash into the sea seemed imminent. At the last moment, however, when it was almost striking the waters, it made a sharp turn upward and climbed rapidly on a fantastic impulse. We fol owed the spectacle with our eyes, startled, when we saw the disk explode in flames.

It disintegrated into thousands of fiery fragments, which fell sparkling with magnificent brightness. They looked like fireworks, despite the time of the accident, at noon i.e.

midday. Most of these fragments, almost all, fell into the sea. But a number of smal pieces fell close to the beach and we picked up a large amount of this material, which was as light as paper. I am enclosing a small sample of it. I don't know anyone that could be trusted to whom I might send it for analysis. I never read about a flying disc being found, or about fragments or parts of a saucer that had been picked up."

Two of the three samples were sent to APRO, whilst the third was retained by Brazilian UFOlogist Dr. Olavo Fontes for further study. The three samples looked like pieces of irregular and highly oxidized metal, colored dull whitish grey.

The first sample was tested at the mineral production labs in the Brazilian agricultural ministry. They applied chemical, spectrographic analysis and X-ray diffusion techniques on the metal. These tests indicated that the material was very pure magnesium. The chemist also noted that the normal trace elements expected in magnesium were all missing. Fontes used up all of his sample in a series of further tests, which included another chemist conducting X-ray investigation at the labs of a geology unit and pieces being taken to the Brazilian Army and Navy research departments.

The Army and Navy both kept the results of their findings secret.

1958: Utah

From the alleged MJ-12 Aquarius Briefing Document prepared for incoming President Jimmy Carter in 1977.

(TS/ORCON) In 1958, the United States recovered a third Alien aircraft from the desert of Utah. The aircraft was in excel ent flying condition. The aircraft was apparently abandoned by the Aliens for some unexplained reason, since no Alien life forms were found in or around the aircraft. The aircraft was considered a technological marvel by United States scientists. However, the operating

a technological marvel by United States scientists. However, the operating instrumentations of the aircraft were so complex that our scientists could not interpret their operation. The aircraft was stored in a top security area and analyzed throughout the years by our best aerospace scientists. The United States gained a large volume of technological data from the recovered Alien aircraft.

1958/1959: Woomera Test Range, Australia

This is the fascinating account of a man who, from 1956 to 1960, was employed as a radio technician at the Weapons Research Establishment, Salisbury, South Australia.

As the man recal ed, in

either 1958 or 1959 a

strange, spherical object

was recovered at the

Woomera Test Range.

'It was a sphere about 2

feet 9 inches in

diameter. Its color was

a mid-grey metallic,

somewhat darkened by

extreme heat . . . We

tried to cut it, and could

not even mark it with

hand tools - saws, dril s,

hammers, chisels -

nothing.'

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Shortly afterwards, Tim was informed, US authorities claimed the material was American space debris, whereupon it was transferred to Wright-Patterson Air Force Base - which for many years was the rumored resting place for a host of crashed UFOs and deceased alien beings.

'Perhaps this is foolish,' Tim's source advised him, 'but for many years now I have believed that what we held in those several days was not merely space debris, was perhaps not even some material left by a UFO, but that it was perhaps some form of UFO itself.'

The geology lab determined that the magnesium was of a very high purity with a reading of 1.87 as opposed to a normal reading of 1.74. ARPO sent a sample to the USAF, but the sample they sent met with an 'accident' while the USAF were testing it. The USAF

asked for a further sample to be sent. APRO declined. The remaining samples where used with varying results, until the samples became too smal to of been any use in tests. APRO claims to stil have one smal remaining sample in their vaults.

1960’s: Great Sand Dunes, Colorado

An ET craft crashed or was brought down in the Great Sand Dunes National Monument next to Mt. Blanca, Colorado, in the early 1960s. According to local reports, a retrieval team quickly removed the debris. Mt. Blanca is thought by many to be an underground ET base, and the chemical constituency of the sand in the Great Sand Dunes matches that of the rocks inside Mt. Blanca, indicating that it is the tailings of the excavation.

Great Sand Dunes and Crestone Peak Page 39

1960s: offshore Spain

To whom it may concern:

I have some information concerning a possible extraterrestrial craft that crashed off the coast of Spain sometime in the 1960s, which was salvaged commandeered by NATO and sent to the USA to be studied by USAF analysts and scientists. A late friend of mine who died in the summer of 1995, Gary Scott Csillaghegyi (formerly Gary Benson), discussed this with me and others before he died.

Gary was born in Ohio in 1942, was raised near Holbrook, AZ, matriculated with a BSc in celestial mechanics at Amherst, worked as an astronomer-assistant at Flagstaff Observatory after graduating from Amherst, applied for a Master's in planetary science at UCLA, went into Air Force Intelligence as a linguist and

translator and eventually was tapped for the NASA Mars Program (which eventually was trashed, which broke my friend's heart) as an astronomer-astronaut trainee, and finally became a priest after the NASA program folded.

While he was in the Air Force, because he was a superb linguist and planetary scientist he was tapped for what may have been the original Aurora Project, the purpose of which was to study the craft that had been pulled up from the drink off Spain, try to duplicate it and its functions if at all possible, and learn whatever was possible about whatever beings may have flown it. On board there was found what was for all the world a manual of operations, written in totally unknown hieroglyphics. It was the task of Gary and his colleagues on that project to try to translate the thing, with the aid of computers.

Before they got very far, Gary, who wanted to go public about the whole thing, came into conflict with his superiors, who threatened to court-martial him if he ever told anyone about it, and was given a general discharge from the Air Force (rather than being court-martialed and sent to Leavenworth) in exchange for a vow of total silence on the whole subject. He may also have undergone some form of conditioning to keep him quiet -- he was considered very valuable, and this may have decided his superiors to give him a way to avoid Leavenworth (and maybe termination with extreme prejudice), in which case I see no malice in such conditioning, though it did badly mess him up on an emotional level.

At any rate, he told no one about this until a few months before his death from a heart-attack in 1995 -- he was terrified of being tried for treason if he should talk about it before then, but by that point I think he was aware he didn't have much longer to go, so why not? I was one of the people he told about it. Among other things, when I asked him what sort of beings may have been aboard the thing -- which, by the way, was enormous, containing a number of smaller, saucer-shaped "weekender" lifeboat thingees in its bays -- he said that judging from what he'd seen of the furnishings aboard it, they were "like nothing we know of on Earth."

March 1960: New Paltz, NY

Local law enforcement authorities captured a smal humanoid outside his craft while two copilots escaped. The alien was turned over to the CIA and died 28 days later.

1961: Timmensdorfer, Germany

From an Interview with Robert O. Dean

I saw pictures of a 30-meter disc that had crashed in Timmensdorfer, Germany, near the Baltic Sea in 1961.

The British Army, according to the report, got there first and put up a perimeter. The craft had landed in very soft, loamy soil near the Russian border and so hadn't destructed, but one-third of it was buried in.

We and the Russians, who also quickly showed up, had both tracked it. Inside, there were 12 smal bodies, all dead. There were pictures of the bodies, which looked like the beings known as the 'grays,' being laid out and then put on stretchers and loaded into jeeps, and autopsy photos, too. Some of the little grays appeared to not be a reproductive-capable species.

The autopsy guys concluded, according to the report, that it looked as if they had been cut out of a cookie cutter--clones with no alimentary tract. They did not ingest or process food as we know it, nor did it appear that they had any system for elimination.

The craft itself was cut up like a pie into six pieces, put on lowboys and hauled off.

Scuttlebutt was that it was given to the Americans and flown to Wright-Patterson Air Force base in Ohio.

1961 April 28. 2am: Lake Onega USSR near Finland

On 27 April 1961 a group of hunters watched the very close approach of a UFO during the early morning; the sighting was of a near crash landing. The object was egg-shaped and approximately the size of a commercial aircraft and was travelling very low and very Page 41

fast towards an inlet of lake Onega in the Soviet Union. It came in so low that it struck the ground, making a tremendous noise and causing considerable damage before regaining forward motion and disappearing from sight. Apart from the impact noise there was no sound associated with the sighting.

The collision had created three gouges into the vegetation and rock surface and

The collision had created three gouges into the vegetation and rock surface and there were a number of traces left from the impacts. There was something like a green ice which analysis indicated contained such elements as aluminum, calcium, barium, etc.

although there was also an unknown organic compound. There were metallic-like particles which were very resistant to temperature and acid, and were not radioactive, and there were thin foil-like substances of great durable strength.

Major Anton Kopeikin, an engineer of the Soviet Army, was in command of the military side of the recovery and investigation and it was he who subsequently sent all of the recovered material to the Leningrad Technological Institute for study.

1961 June 9: Woodbridge AFB, United Kingdom

An incident that happened near Woodbridge in 1961: RAF Bentwaters were alerted when one of the airmen reported seeing an aircraft come down in the area. The incident sparked off one of the biggest searches by military and civilian personnel for many years, but the mystery craft was never found or so it was reported. Apparently, it caused quite a stir among the Bawdsey radar operators who confirmed they had no radar tracking of the object.

1962: South of Alamogordo, New Mexico

Some sources place this event near Hol oman Air Force Base, 8 miles (13km) southeast of Alamogordo; others place it 90 miles (145km) south of the city. On some unspecified date in 1962, a UFO was tracked on military radar across "two south-western states'.

Jet interceptors were scrambled, but as the UFO crossed into New Mexican airspace it began to lose altitude.

The craft crashed on the desert sand at 90 mph (145km/h); its flight pattern immediately beforehand indicated that any occupants were either dead or had lost control before

the impact. The UFO was circular, 68ft (20m) in diameter and 13ft (4m) high. It was taken to 'a major military base in the south-west' so that its means of propulsion could be investigated. Two 42 inch (1m) long beings were found

dead inside. They had pink-gray skin, oversized heads, large eyes, tiny noses, smal mouths and holes for ears.

They were wearing one-piece suits. Next day the bodies were removed to 'a major medical university hospital' somewhere in the US

1962 April 18th: Las Vegas

One of the most intriguing crash reports to have surfaced over the years is a report of a crash that occurred at the Air Force Base of Nellis AFB, Nevada in 1962. For many years this case was thought of nothing more than a rumor amongst UFO researchers.

However, reports and statements from many eyewitnesses slowly emerged, enough so, for researchers to start digging for more information.

The object was first spotted over Oneida, New York and was heading in a westerly direction. There were also reports of the object in Kansas, Colorado and Eureka, Utah.

The object was then seen in Reno, Nevada and was seen to 'turn' and head towards Nevada, where it disappeared over the Nellis Air Force Base. The object was also tracked at several radar sights.

The object was reported by over a thousand people, most of whom, assumed that the object was a meteorite. Various newspapers covered the story the fol owing morning although most of them concluded also that it must of been just a very spectacular meteorite.

However, Air Defense Command, after watching the object for several hours scrambled several fighters (not something that they do for meteorites).

It was claimed that the object came down near Eureka, and at the same time the town experienced a total blackout. However, the object was then seen to take off again, and as it did the power came back on.

The object was also seen at various times by several commercial airline pilots who reported that the object was below them, again unusual for a meteorite.

The official air force explanation was that the object witnessed was a meteor. However, this does not explain why fighters were scrambled, why the object changed course, why the object appeared to land and then take off again.

Could it have been shot down when it was nearing the airbase?

1962 July: Bolivia

And while the U.S. and USSR where taking their first steps into Earth's orbit, a "space capsule" landed in the Bolivian town of Ayo-Ayo, some thirty miles from the city of La Paz.

The object fell into a deep ravine not far from the town, and its fall from the heavens was fol owed by the remarkable appearance of a feline never seen in Bolivia - a puma, which was assumed to have been disgorged by the "space capsule". The hapless feline was bludgeoned to death by the townspeople and its pelt sold to the U.S. Air Attaché, one Col. Wymer.

Very strange! Was this really a space capsule or an alien craft? I don’t think a puma would be the animal of choice to send into orbit. Could the crash have freightened the animal out of its seclusion. Maybe the townsfolk went to the crash site and normally didn’t venture in that ravine area, so wouldn’t realize that there were Pumas in there?

Or could the UFO occupants have captured the Puma elsewhere before crashing?

1964 Feb/March: Penkridge, UK

According to a U.S. Naval Officer working on a spyship, he read a coded message that a UFO was overflying Europe, for reasons unknown, malfunctioned and plummeted to Earth. Whether by accident or design, as the UFO descended, it broke into two parts -

the main section of the craft crashed at Penkridge, Staffordshire, while "the remains"

hurtled on until they smashed into the ground somewhere in West Germany.

Three dead bodies were also alleged to have been recovered. US Air Force Intel igence was implicated in the recovery, as were other US forces and various elements of NATO

elements of NATO.

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Another UK witness filmed the crash-site and retrieval operation of the "delta" shaped craft by the military, but the film was confiscated. (And everyone claims they don’t exist because we don’t have any evidence, well, dammit, stop confiscating our evidence!) On 19th March, 1964, in the early hours of the morning, two airline pilots of separate airliners saw an incoming object explode as it entered the atmosphere. Most likely this was the stricken UFO.

1964 April 13: London

On April 13, 1964 (at 8:43pm), "All hell broke loose," reported a witness aboard a bus in London, when a long, streamlined UFO plunged from the sky above the River Lea (in Walthamstow).

It came down without regard to obstructions, smashed through telephone wires, ripped a huge gouge in a concrete bank, and walloped into a river that was only about seven foot deep.

What no one could explain was how a craft much larger than seven feet could have disappeared within the river. Local authorities discounted what the drivers and passengers had seen, with the explanation that they really had watched a flight of ducks Page 45

descending. But no one could explain how the ducks became silvery metallic, slashed telephone wires, and ripped up concrete. The police refused comment.

But not wanting leave it like that, it was further discovered…

A newspaper article that described how, on April 13, 1964, a Walthamstow-based bus-driver – named Bob Fal – witnessed a curious-looking, flying object that only just missed colliding with his bus and that plunged into the waters of the nearby River Lea.

In Fall's own words, cited in the news-clipping: "I just glanced into the sky and saw something coming towards me very, very fast. It flew straight across the road and, had I been a few yards further forward, it would have hit the top deck of the bus. At first I thought the back windows of the bus had come in and, as I turned around, I saw all the passengers looking out towards the river. There was a big splash in the water. I stopped as soon as I could to report it."

Although the local police suggested (I kid you not) that what Bob Fall had seen was actually nothing stranger than "four ducks" flying in formation, Fall himself was adamant that such a theory was definitively, and appropriately, bird-brained. His response: "The thing was at least nine feet long, cigar-shaped and silver. If it had been a bird or birds, I would have seen the wings. Besides, it was going too fast."

Then discovering that a well-known UFO researcher of the 1960s – Ronald Caswell –

had taken an interest in the affair and had uncovered this intriguing information: he had the opportunity to speak with a highly talkative policeman who told him that he had taken part in a search for the object, along with other officers, around 11.00 p.m. on the night of the event. And earlier information was obtained that when it was late enough for the general public to have cleared off, heavy lifting equipment was brought in and a find was made in the early hours of the morning.

There always seems to be more to the story, especially when governments and UFOs are concerned! But the question is, does this really sound like a UFO or just a missile test that went off-course?

1964 December 10: Fort Riley, Kansas

40' x 15' hamburger w/tailfin was trucked off.

According to a witness known only as 'AK', who was a PFC in the 1st Infantry Division at Fort Riley, a disk-shaped UFO, 35-48ft. (11-15m) in diameter and 12-18ft (3.5-5.5m) Page 46

in height, crashed shortly before 2:00am in Camp Forsyte, a remote training area of the base complex. The craft had a fin-like protrusion, a smooth surface like aluminium, and a black band of squares jutting out about 10 inches (25cm) around its rim. 'AK' said he was unaware of any occupants. 'AK' was one of several soldiers guarding the UFO while a Huey helicopter scoured the area with a searchlight for over two hours. A Major General at the scene told 'AK' that he would have his '---- shot off' if he talked about the incident. Some aspects of the case were later confirmed by a witness known only as

'Ron'.

1965 Dec 9th: Kecksburg, Pennsylvania

Hundreds of witnesses in Michigan,

Ohio and Pennsylvania observed a UFO

crash. It first appeared to be nothing

more than a spectacular meteorite but

years later it is stil a source of much

controversy among UFO researchers.

In March 1966, UFO researcher Ivan

Sanderson compiled a detailed account

from various eyewitnesses, and soon

realized that there was more to this

story than that of a simple meteorite.

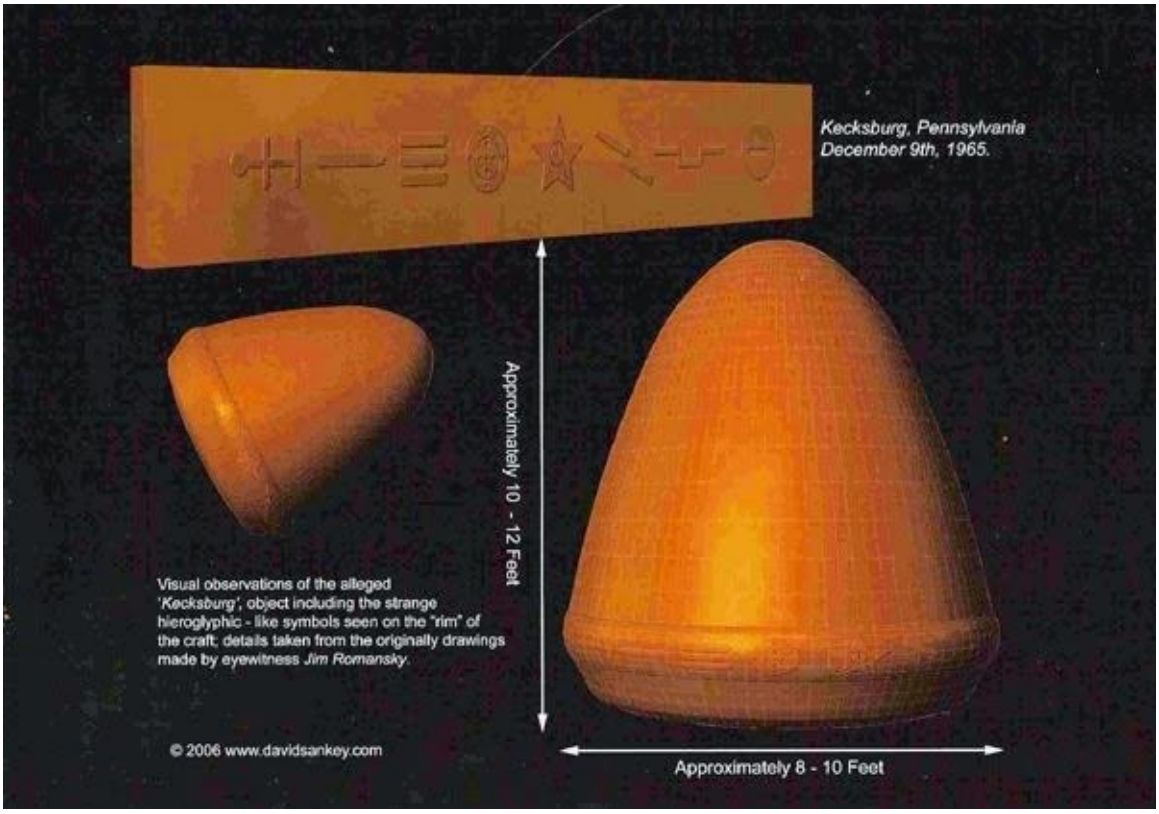
His findings indicated that the object showed a clear trajectory, moving from north-west to south-east. Its total visible journey lasted no more than 6 minutes, which indicated a speed far too slow for a meteor. Sanderson calculated a speed of only around 1,000

mph.

Not all the eyewitnesses were located on the ground at the time of the sighting, there were also several pilots who spoke of being buffeted by shock waves as the large bright object sped by. There were also claims of shock waves and sonic booms reported from witnesses on the ground.

The vapor trails left by the object were so intense that they lasted for more than 20

minutes in which time they were filmed by several people.


Kecksburg, Pennsylvania
December 9th, 1965.
Approximately 10 - 12 Feet
Approximately 8 - 10 Feet
Visual observations of the alleged 'Kecksburg', object including the strange hieroglyphic - like symbols seen on the "rim" of the craft; details taken from the originally drawings made by eyewitness Jim Romansky.
© 2006 www.davidsankey.com

Several bits of silvery debris were found on the ground at Lapeer, Michigan and these were assumed to be from the object. Later analysis of this material indicated that they were chaff which are pieces of aluminum foil released by aircraft to fool radar. Although this doesn't seem to make sense under these circumstances, I don't think that an alien craft would be using chaff, and if it was a military plane that was being tested there would be no sense in using chaff. Very strange.

However, the most convincing aspect that Sanderson discovered to rule out the possibility of a meteorite was that the object appeared to change direction and head in an easterly direction.

The object finally came to rest in a wooded area in the town of Kecksburg. The object was initially witnessed by 2 children who reported that a 'something had

caught fire and had crashed in the woods'. Their mother whose first thought was that her children had witnessed a plane crash called the state police and the fire service.

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As soon as she had finished phoning she went out into the woods and to her surprise found that a military unit had beaten them to the crash site. This unit took command and told all civilians, police and fire department officials to leave the site immediately.

The military unit reported to the police that they had found nothing, and they left. This remained the case for around 15 years when some UFO researchers 're-opened' the case.

After some investigation they found out that the fire service had come within 200ft of the object before being turned away by the military. They reported seeing blue flashing lights, and noticing that the tops of several of the trees nearby were broken as if an object had come crashing through. The investigators also reported that they had found witnesses who had seen a large flat-bed truck leaving the area of the woods with a large oval object covered with sheets

leaving the area of the woods with a large oval object covered with sheets. Another witness indicated that he observed the military loading the object onto truck. He described the object as looking like a large acorn, with 'bumpers' on the base. He also noticed that there was strange hieroglyphics on the craft surface.

The case was reported in the Project Blue Book files and indicated that 'a three-man team has been dispatched to investigate and pick up an object that started a fire'. This three-man team is now known to of been part of the then highly classified 'Project Moon Dust'.

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The official report was that the UFO was simply a meteorite. (Of course!) In 1990 a new witness came forward who claimed to be part of the military team that was sent in to retrieve the object. He claims that he was given orders to 'shoot anyone who got too close'. He also revealed that the object was being transported to the Wright Patterson base.

The last major discovery related to a worker at Wright Patterson who claims that a strange object was shipped in on December 16th of the same year, just days after the events at Kecksburg. He described the object almost identical y as the other witnesses had described. While he was observing the object, a guard escorted him out of the hanger and told him 'that you have just seen an object that wil be common knowledge in 20 years' time'.

1967 October 4: Shag Harbor, Nova Scotia, Canada

Tracked for long time in trouble. Entered high atmosphere over **NE Siberia**.

Aerodynamic and hydrodynamic. Moved under water after crash to top secret submarine listening post. MAD Grid.

Government Point, Shelburne. 44 23 N, 64 09W.

Debris recovered by govt.

An extraordinary event in 1967 would practically put the small fishing vil age of Shag Harbor on the map. Located at the southern tip of Nova Scotia, this rural community would be host to one of the best documented UFO events of the past 40 years.

Named after the "shag," a bird of the cormorant family, the harbor was literally left off most maps of the time, but that would be changed once and for all.

The tiny fishing community has always had its stories. . stories of giant sea serpents, man-eating squid, and ghost ships. The list of local color would see one more addition to its list: a story of a visit of a mysterious flying craft of unknown origin. This craft would visit the waters of Shag Harbor, permanently stamping the village's name in the public eye.

The first indication of this mysterious occurrence would come from local residents who noticed strange orange lights in the sky on the night of October 4, 1967. Most witnesses agreed that there were four orange lights that evening. Five teenagers watched these Page 50

lights flash in sequence, and then suddenly dive in a 45-degree angle toward the water's surface. The witnesses were surprised that the lights did not dive into the water, but seemed to float on the water, approximately one-half mile from the shore.

Witnesses at first thought they were watching a tragic airplane crash, and quickly reported as much to the Royal Canadian Mounted Police, which was located at Barrington Passage. Coincidently, RCMP Constable Ron Pound had already witnessed the strange lights himself as he drove down Highway 3 in route to Shag Harbor. Pound felt that he was seeing 4 lights, all attached to one flying craft. He estimated the craft to be about 60 feet long.

Constable Pound made his way to the shore to get a closer look at the phenomenal sight. He was accompanied by Police Corporal Victor Werbieki, Contable Ron O'Brien, and other local residents. Pound clearly saw a yellow light slowly moving on the water, leaving a yellowish foam in its wake. All eyes were glued on the light, as it slowly either moved too distant to be seen, or dipped into the icy waters.

Coast Guard Cutter #101 and other local boats rushed to the spot of the sighting, but by the time they arrived, the light itself was gone. However, the crewmen could stil see the yellow foam, indicating that something had possibly submerged. Nothing else could be found that night, and the search was called off at 3:00 AM.

The RCMP ran a traffic check with the Rescue Coordination Centre in Halifax,

and NORAD radar at Baccaro, Nova Scotia. They were told that there were no missing aircraft reported that evening, either civilian, or military.

The fol owing day, the Rescue Coordination Center filed a report with Canadian Forces Headquarters in Ottawa. This report stated that something had hit the water in Shag Harbor, but the object was of "unknown origin."

The HMCS Granby was ordered to the location, where divers searched the bottom of the ocean for several days, but without positive results.

Soon, the story of the mysterious crash at Shag Harbor died as quickly as it had begun.

That is, until 1993. As the original story faded from papers and newscasts, several theories were put forward. One explanation was that a Russian spacecraft had crashed, which would explain the presence of a Russian submarine in the area. There was also the rumor of American involvement in the fol ow-up investigation, but there was no official statement from the United States.

The Shag Harbor incident would have new life breathed into it through the efforts of MUFON investigator Chris Styles. The case intrigued him so much that he decided to Page 51

search for more details. Styles found the names of many of the original witnesses through newspaper clippings, and was able to interview many of them.

Styles was assisted by MUFON investigator Doug Ledger. These two men would uncover some extremely compelling evidence through their interviews. They discovered that when the divers of the Granby finished their work, the case was not over, after all.

The divers, along with other witnesses related these events: The object that dove into the waters of the harbor had soon left the Shag area, traveling underwater for about 25

miles to a place cal ed Government Point, which was near a submarine detection base.

The object was spotted on sonar there, and Naval vessels were positioned over it. After a couple of days, the military was planning a salvage operation, when a second UFO

joined the first. Common belief at the time was that the second craft had arrived to render aid to the first.

At this time, the Navy decided to wait and watch. After about a week of monitoring the two UFOs, some of the vessels were called to investigate a Russian submarine which had entered Canadian waters. At this point, the two underwater craft made their move.

They made their way to the Gulf of Maine, and putting distance between themselves and the chasing Navy boats, they broke the surface, and shot away into the skies.

According to a military witness, Navy ships had surrounded the original craft supposedly trying to recover it. Divers went into the water and photographed the craft and brought up some yellow foam debris that was coming from the craft. At that point, the USO was joined by a second craft. At that point the Navies monitored their activity because they believed the second craft was rendering aid to the damaged craft.

Wouldn’t you love to know what the navy was observing? There has been talk that

“beings” were seen inside these ships.

These extraordinary events were corroborated by many witnesses, both civilian and military. Unfortunately, the reports were given "off the record." Ex-military personnel feared the loss of their

pensions, and civilian

witnesses feared ridicule, and

their privacy being invaded.

The unusual events of Shag

Harbor command an

important place in the study

of UFOs. There is little doubt

that something "unknown"

crashed into the waters of

Shag Harbor on October 4

Shag Harbor on October 4,

1967.

1969 March: Sverdlovsky, Russia

The details of a Russian Crash on or about 1969 are sketchy and somewhat suspect.

This case comes from the so-cal ed "Secret KGB Files," which were reportedly smuggled out of the former Soviet Union.

Reportedly, $10,000 was paid for the information. The details of these secret files were first offered to the general public on 9-13-98 as part of a TNT special titled "The Secret UFO Files of the KGB."

The show featured extraordinary film and stil photographs of the UFO recovery, and also a portion of autopsy film on part of an alien body.

The event itself,

according to the files,

occurred in the state of

Sverdlovsky, which was

formerly Yekatrinburg

of the USSR. The crash

story follows a familiar

pattern normally

associated with this

type of report. The

fiery crash of an

unknown object

occurred in March

1969.

The site was secured by

the Russian military,

and one dead alien was found in the wreckage. The remains of the craft and alien were brought to a secure location, and the alien body was autopsied.

Both stil and moving pictures were taken of the craft, its retrieval, and the alien autopsy.

The autopsy shows only an alien torso and arm. From the size of the body parts, the alien would have been an extremely small being.

The TNT special features Roger Moore, veteran actor and former James Bond, who discusses other UFO events, along with interviews with UFO experts, CIA agents, and other film.

Probably the most notable footage is from MIG gun cameras of confrontations

Probably the most notable footage is from MIG gun cameras of confrontations with UFOs. There have been only a few stil frames of this footage in America. The show itself is mediocre, and its only redeeming quality is the presentation of the UFO crash story. Supposedly, the crash story was validated by secret KGB documents.

The footage at the crash site does seem to be authentic at least on several points. The truck in the film is a circa 1950 model ZIS151, which has not been used by the military for quite some time, and the truck would have been difficult to find to stage a hoax with.

Other elements of the film do not exhibit any obvious signs of a hoax, as to the movement of the soldiers, the timing of the film as to shadows, and the UFO itself.

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There are also several documents shown to verify the event itself, and an eyewitness to the event who swears that the recovery mission did occur.

The alien's torso and arm are lying together on the table as the autopsy is performed, and there are documents shown to support the autopsy.

1971 Summer: North of Edwards AFB, California

As 1971 began, a trend was beginning to form. High strangeness reports were becoming more and more commonplace, memories of 1966-1968 came alive.

Something was coming down the pipe; something incredible was going to happen. A smal mushroom-shaped craft crashed close to Edwards AFB. It was dull gray (gun-metal) in color with greenish lights, about 3-3, 5 m in diameter and 1.5-2m in height. 3

gray humanoids, including one that was stil alive and a human female abductee (Lorraine Dvorak Cordini) were found onboard.

The craft, bodies and survivors were moved to Edwards AFB. The witness Debbie Clayton reported that she heard a loud roaring sound and then a loud crash. Outside she could see a cloud of dust several blocks away. She walked over to the crash site and while other civilians were studying the craft, the military arrived, weapons drawn.

One of the civilians had been taking photographs and an Air Force officer ripped the camera from his hands and smashed it but didn't try to remove the film. The craft had no markings but seemed to be scratched.

There were no windows or seams, and it appeared to be molded in one piece. The texture was smooth. The military told the witnesses to leave or be arrested. The military then covered the craft with a large canvas and lifted it with cables attached to the canvas.

Once it was loaded, the military left and there was no mention of the incident in the newspapers. The cause of the crash was later established to have been a technical malfunction.

Lorraine Dvorak Cordini later was able to remember (despite the fact that the military attempted to erase her memory with the use of drugs, hypnosis, etc) that she had been traveling onboard the UFO from a mothership in space. She was dressed in a tight-fitting pink body suit. Three extraterrestrial crewmen were returning her to Earth in a small pod-like craft.

Lorraine soon found herself standing amid the wreckage. One dead alien was far to her left, barely visible from where she stood, another dead alien was about 20 feet in front of her. A military person was apparently kicking the alien's dead body. The third alien crewmember was alive and standing about 20 feet from her, dazed, confused and disoriented. She too felt this way.

Suddenly she felt a jerk as a military person grabbed her arms, brought them around her back and handcuffed her. As they were hauling her off she received an image in her mind of the "captain" onboard the mothership. It was a tall, 6' humanoid in a long white gown, short brown hair, female, which was communicating to Lorraine how sorry she was for not being able to help her and the other aliens, for if they did they would be detected.

Her sorrow was apparent. Other aliens were around her and the same feelings of helplessness and frustration were felt. The other aliens resembled smal gray humanoids (similar to the ones seen in the movie "Close Encounters"). Lorraine was then thrown into the backseat of a black limousine. Her next memory was what surfaced in the hypnosis session.

Lorraine was lying on a cold metal table in a hangar. Three military persons stood to the left of the table. One may have been an officer because he had a different cap than the fatigue uniforms of the other two persons. Another uniformed military man was at Lorraine's head and to the right and to his left was an alien whom Lorraine described as having a pumpkin-shaped head.

He had appeared in a childhood experience that previously surfaced during the same hypnosis session. In the childhood experience he was in a spacesuit.. Lorraine's child's mind saw him dangling outside the window in a deep sea diver's suit. This alien was about 4 ft tall, his body bulbous and brown.

His head bulbous and pumpkin like. Lorraine "heard" the alien thinking how great he felt about himself and how proud he was to be in the service of the earth military men.. he had a smug attitude and the military man next to him showed contempt towards the alien.

She was very confused and disoriented. Her next memory was of being yanked off the table and being dragged outside the hangar. There she saw many flashing red lights and screamed, "My God, that isn't a space ship that is the police, my God it is the police."

The military men then sat her on a bus and she ended up in San Francisco stranded and lost.

1974 of January 23: Llandrillo, North Wales,

United Kingdom

An extraordinary event took place on a winter's night, a great terrible noise was heard by many of the village, and the first thing that came to mind was that there had been an explosion of some type.

As some of the villagers went outside to see what had occurred, they were amazed by the scene of blue and orange lights near the mountain of Cader Bronwen.

From witness statements, and the next day's press, came this explanation, "There was a huge explosion a few minutes after 8:30 PM. From various accounts, this preceded, some say by up to

two or three

minutes, a violent

shaking of the

ground, like a

medium- sized

earthquake - objects

inside houses were

knocked off

shelves." In a very

similar scenario to

the Kecksburg

crash, authorities

rushed to the scene;

police first, fol owed

by Royal Air Force

personnel.

Immediately, the

area around the crash was cordoned off with nobody allowed to enter.

This operation seemed like overkil ; the area being so remote, and uninhabited. This search and rescue lasted for several days in the Berwyn Mountains.

One witness, who was working at a hotel in Bala, stated that a group of men had arrived at the hotel, and stayed several days. They were involved in the operations at the crash site, but refused to answer any questions about the activities there.

One of the most compelling accounts of the events in Wales came from a lady who was a nurse living at Llanderfel.

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She was asked by local police to assist in a plane crash near her house. Gathering her things together, and not having any one to watch her teenage daughters, she took them with her to the location given by the police.

She was driving on B4391, which goes from Bala to Llangynog. The road was nearly deserted, being 10:00 PM on a cold, wintry night. As she proceeded up into the mountains, she was astonished at what she saw next..

There was an object "quite intact" which was large, circular, and glowing an orange color. Her and her two daughters were within a few hundred feet of it. She could not be mistaken at what she saw, a UFO!

She could also see police and military personnel, which were much closer to the UFO.

They instructed her to leave the area, even after she explained why she was there.

Afraid for her and her daughters' safety, she left without argument. Authorities escorted her from the site. The roads around the site of the unusual object stayed

closed for a number of days afterwards. The nurse talked to some of the local shepherds who complained that they were not even allowed to tend their flocks.

She and others were convinced of a military and governmental cover up of what really happened on January 23, 1974 near the Berwyn Mountains. Was the explosion a mechanical failure of the orange glowing craft, or did another UFO crash? We may never know for certain.

Update:

The MoD concluded that the Welsh UFOs were “probably the decay of the Soviet communications relay satellite Molniya 2-8’s rocket body which decayed at about this time”. The report gives the time

of the sighting from a ship as

2150 GMT – around the same

time as the lights witnessed

from Wales. The Met Office

gives the date, however, as

January 24, though this would

have been the date when the

night being logged January

(23/24) ended. So, do you buy

this explanation, or was there

A satel ite burns up - in this case Hayabusa (NASA) really a UFO?

1974 August 25: Coyame, Chihuahua, Mexico

At 2207 hours, US Air Defense radar detected an unknown object approaching US

airspace from the Gulf of Mexico. Originally the object was tracked at 2,200 (2,530

mph) knots on a bearing of 325 degrees and at an altitude of 75,000 feet, a course that would intercept US territory about forty miles southwest of Corpus Christi, Texas.

After approximately sixty seconds of observation, at a position 155 miles southeast of Corpus Christi, the object decelerated to approximately 1700 (1,955 mph) knots, turned to a heading of 290 degrees, and began a slow descent.

It entered Mexican airspace approximately forty miles south of Brownsville, Texas.

Radar tracked it approximately 500 miles to a point near the town of Coyame, in the state of Chihuahua, not far from the US border. There the object suddenly disappeared from the radar screens.

During the flight over Mexican airspace, the object leveled off at 45,000 feet, then descended to 20,000 feet. The descent was in level steps, not a smooth curve or straight line, and each level was maintained for approximately five

curve or straight line, and each level was maintained for approximately five minutes.

The object was tracked

by two different military

radar installations. It

would have been within

range of Brownsville

civilian radar, but it is

assumed that no civilian

radar detected the

object due to a lack of

any such reports. The

point of disappearance

from the radar screens

was over a barren and

sparsely populated area

of Northern Mexico. It

was assumed that the object had descended below the radar's horizon and a watch was kept for any re-emergence of the object. None occurred.

At first it was assumed that the object might be a meteor because of the high speed and descending flight path. But meteors normally travel at higher speeds, and descend in a smooth arc, not in "steps." And meteors do not normally make a thirty-five degree Page 59

change in course. Shortly after detection, an air defense alert was called.

However, before any form of interception could be scrambled, the object turned to a course that would not immediately take it over US territory. The alert was called off within twenty minutes after the object's disappearance from the radar screen.

Fifty-two minutes after the disappearance, civilian radio traffic indicated that a civilian aircraft had gone down in that area. But it was clear that the missing aircraft had departed El Paso International with a destination of Mexico City, and could not, therefore, have been the object tracked over the Gulf of Mexico.

It was noted, however, that they both disappeared in the same area and same time.

With daylight the next day, Mexican authorities began a search for the missing plane. At Approximately 10:35 hours, there came a radio report that wreckage from the missing plane had been spotted from the air. Almost immediately came a report of a second plane on the ground a few miles from the first. A few minutes later an additional report stated that the second "plane" was circular shaped and apparently in one piece although damaged. A few minutes after that the Mexican military clamped a radio silence on all search efforts.

The radio interceptions were reported through channels to the CIA. Possibly as many as two additional government agencies also received reports, but such has not been confirmed as of this date. The CIA immediately began forming a recovery team. The speed with which this team and its equipment was assembled suggests that this was either a wel -rehearsed exercise or one that had been performed prior to this event.

In the meantime, requests were initiated at the highest levels between the United States and Mexican governments that the US recovery team be allowed onto Mexican territory to "assist." These requests were met with professed ignorance and a flat refusal of any cooperation.

By 2100 hours, 26 Aug 74, the recovery team had assembled and been staged at Fort Bliss. Several helicopters were flown in from some unknown source and assembled in a secured area. These helicopters were painted a neutral sand color and bore no markings. Eye witness indicates that there were three smal er craft, very probably UHl Hueys from the description. There was also a larger helicopter, possibly a Sea Stallion.

Personnel from this team remained with their craft and had no contact with other Ft.

Bliss personnel.

Satellite and recognizance aircraft overflight that day indicated that both the crashed disk and the civilian aircraft had been removed from the crash sites and loaded on flatbed trucks. Later flights confirmed that the convoy had departed the area heading south.

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At that point the CIA had to make a choice, either to allow this unknown aircraft to stay in the hands of the Mexican government, or to launch the recovery team, supplemented by any required military support, to take the craft. There occurred, however, an event that took the choice out of their hands. High altitude overflights indicated that the convoy had stopped before reaching any inhabited areas or major roads. Recon showed no activity, and radio contact between the Mexican recovery team and its headquarters had ceased. A low altitude, high speed overflight was ordered.

The photos returned by that aircraft showed all trucks and jeeps stopped, some with open doors, and two human bodies lying on the ground beside two vehicles. The decision was immediately made to launch the recovery team but the actual launching was held up for the arrival of additional equipment and two additional personnel. It was not until 1438 hours that the helicopters departed Ft. Bliss.

The four helicopters fol owed the border down towards Presidio then turned and entered Mexican airspace north of Candelaria. They were over the convoy site at 1653

hrs. All convoy personnel were dead, most within the trucks. Some recovery team members, dressed in bio-protection suits, reconfigured the straps holding the object on the flatbed truck, then attached them to a cargo cable from the Sea Stallion. By 1714

hours the recovered object was on its way to US territory. Before leaving the convoy site, members of the recovery team gathered together the Mexican vehicles and bodies, then destroyed all with high explosives. This included the pieces of the civilian light plane which had been involved in the mid-air col

ision. At 1746 hours the Hueys departed.

The Hueys caught up with the Sea Stallion as it reentered US airspace. The recovery team then proceeded to a point in the Davis Mountains, approximately twenty-five miles north east of Valentine. There they landed and waited until 0225 hours the next morning. At that time, they resumed the flight and rendezvoused with a small convoy on a road between Van Horn and Kent. The recovered disk was transferred to a truck large enough to handle it and capable of being sealed totally. Some of the personnel from the Huey's transferred to the convoy.

All helicopters then returned to their original bases for decontamination procedures.

The convoy continued non-stop, using back roads and smal er highways, and staying away from cities. The destination of the convoy reportedly was Atlanta, Georgia.

(CDC?)

Here the hard evidence thins out. One unconfirmed report says the disk was eventually transferred to Wright-Patterson AF Base. Another says that the disk was either transferred after that to another unnamed base, or was taken directly to this unknown base directly from Atlanta.

The best description of the disk was that it was sixteen feet, five inches in diameter, convex on both upper and lower surfaces to the same degree, possessing no visible doors or windows. The thickness was slightly less than five feet. The color was silver, much like polished steel. There were no visible lights nor any propulsion means. There were no markings.

There were two areas of the rim that showed damage, one showing an irregular hole approximately twelve inches in diameter with indented material around it. The other damage was described as a "dent" about two feet wide. The weight of the object was estimated as approximately one thousand, five hundred pounds, based on the effect of the weight on the carrying helicopter and those who transferred it to the truck.

It seems likely that the damage with the hole was caused by the col ision with

It seems likely that the damage with the hole was caused by the collision with the civilian aircraft. That collision occurred while the object was traveling approximately 1700 knots (1955 mph). Even ignoring the speed of the civilian aircraft, the impact would have been considerable at that speed. This is in agreement with the description of the civilian aircraft as being "almost totally destroyed." What was being taken from the crash site was pieces of the civilian aircraft.

The second damage may have resulted when the object impacted with the ground. The speed in that case should have been considerably less than that of the first impact.

No mention is made of the occupants of the civilian aircraft. It is not known if any body or bodies were recovered. Considering the destruction of the civilian light aircraft in mid-air, bodies may well not have come down near the larger pieces.

Unfortunately, what caused the deaths of the Mexican recovery team is not known.

Speculation ranges from a chemical released from the disk as a result of the damage, to a microbiological agent. There are no indications of death or illness by any of the recovery team.

It would not have been illogical for the recovery team to have taken one of the bodies back with them for analysis. But there is no indication of that having happened. Perhaps they did not have adequate means of transporting what might have been a biologically contaminated body.

Inquiries to the FAA reveal no documents concerning the civilian aircraft crash, probably because it did not involve a US aircraft.

1976/77/78: White Sands, New Mexico

From a correspondent:

“At the time I was a weight and balance coordinator for Northwest Airlines working out of the Detroit airport on the late shift.

“In most of the break areas on the ramp we had televisions to watch during our down time. One night, walking through one of the break rooms, a mechanic I had talked with from time to time was watching "Sightings" (TV show), and I commented on his interest in the program. I'm one of those people if confronted with the subject from other than a personal friend, I would say something like "it’s rather hard to believe in the subject."

“Then told me he was based out of White Sands around either seventy-six or seventy-eight and was saying how civilians had come across this craft out in the desert and had told the base its location. And so they went out and retrieved it. I guess he wasn't aware of any of this until it was sitting on a flatbed trailer in the base.

“And then went on to tell me that he was under the impression that it was going to be there for about a week but within two days they had transported it to another location.

He was also saying to me that they had on base these smal disc shaped objects about three or four feet diameter which he said was ours. They hovered and moved around very quickly. He said they called them drones.

1975-1978: 3 Crash Sites – Upstate Pa, Upstate NY

We will quote here from a letter released

by the late William Cooper detailing

alleged retrievals of alien craft, which

was dated June 13, 1987, and marked

“confidential”:

"Dear Sirs; "Although I missed your very

recent radio and TV shows, a friend

suggested that I write this letter and

share my information with you. I am (a)

fifty year of age engineer that has worked in the private sector, as well as with the government.

"From 1975 to 1980, I was involved with several investigations having to do with E.T.

material. Even though the project was very well covered, I am stil very much surprised that Project Pluto and its results have not surfaced yet.

"In as much as the project was handled by others, there was no question that the government was in full control. For security purposes, Project Pluto had five

levels.

Those who investigated one level had nothing to do with the next, and would only turn in the results of data of these findings to the next level, then go on to another area.

"No one that I knew ever had the results of two levels at the same time. There was only one very rare exception to the rule which took place in 1975, and was in fact my very first assignment with the project. I was employed by a non-government firm that of course was directly involved with the government, and probably fronted for them on projects.

"I would assume that eventually government records could be made available to the general public, but not from the private sector. I'm not really sure. In any event, several others and myself were rushed to a rather remote place in upstate Pennsylvania.

"We were informed that everything was top secret, and had to remain that way. We were even housed in a hotel close by, and security people were assigned to us. Some type of aircraft had crashed in this area, and the government felt that it would be easier and faster to do all of their investigation right there rather than move the remains of the wreck, and whatever evidence the soil may contain.

"The wreck site was rather difficult to get to, however, we turned it into a construction site, clearing the area, and building two smal and one very large metal pre-fab general buildings over and around the wreck. Heavy equipment, materials, and workers were flown in and out on a daily basis.

"We were moved from the hotel to some mobile homes that were brought in for us, and any more top level people who joined us. I might add that the local people who stil lived some distance from the site, were led to believe that a large private corporation was preparing to build an electrical power supply for the area. But it was off limits to everyone in the area.

"We were some of the first one's on the scene other than lots of security people. The wreck had already been covered by very large canvas blankets, and large nets were tented overhead to protect the site from any possible air traffic. I did manage to get a very good look at the wreck on several occasions.

My first thoughts were that it may have been an experimental air craft of our government, or perhaps another government.

"It was later suggested to us that is was a new type of aircraft of a foreign government, and it was a super hush - hush project. The aircraft was nothing like I have ever seen (or) probably ever wil again.

"The crash site was also something quite different. The disturbed soil was about a hundred feet in diameter, although the craft was much larger in length. I only saw what appeared to be about two-thirds of the rear end, and even that was about ten feet below the surface. When it crashed on about a 30-degree angle, it pushed all the earth back away from the craft itself. Almost as if the hole were made first, and then something half the size was put in place.

"My best thought of this rather strange hole is that some kind of magnetic field had pushed all the earth away from the craft at impact. It was reasonable to assume that I was looking down at the rear end of the aircraft, yet there was nothing to indicate that it had any kind of engine as we know it. Not even one little opening.

"I don't really like to use the term cigar, but since I could not see the front part, it certainly appeared to have once been shaped like a large cigar. That's my best description.

"If it was a craft from a foreign government, then we are in big trouble. I actually held one smal portion of the wreck in my hand. Incidentally, there was only a very smal reading of radio waves in the area. The area was quite safe. There was on the other hand, a great deal of free magnetic energy in the area. It was very difficult using our instruments. It was very difficult just to establish the correct time. Every wrist watch was a different time.

"The piece of physical evidence that I held in my hand, was a material that I really can't identify. It may have been torn from the front of the craft when it crashed. A few of us compared thoughts as to what it might be, but no one was really certain. None of us had ever seen anything like it before. It was about one square foot and about an inch thick. It weighed almost nothing, and one had the feeling that it may blow away if you let go of it and the wind increased.

"It was the same color and texture of the large portion, so it was safe to assume that it was part of the shell of the craft. It weighed nowhere near enough to be

any metal that we had ever seen. It even weighed less than any plastic that I had seen of a similar size.

"I tried to scratch it with a pocket knife, and to even cut away a smal piece of the edge, but the knife did nothing to it. The surface was clear as glass, and stronger than anything Page 65

we had ever seen. It was like trying to scratch the surface of glass with a feather. Of course, we had to turn it into the security people.

"After the site was secure, the first groups that included myself were taken away. There was a very thorough strip search prior to us being given jumpsuits, and put into a truck for transportation to a waiting plane. We were taken to another area and debriefed before we were allowed to return to our normal way of life.

"About three months later, a few of us returned to the site to remove the buildings, fil up the hole, and generally put the area back into the same shape as it may have been prior to the crash. We went through the same type of security search and debriefing as we had done the first time. Whatever was left of the craft had been removed and sent to - unknown -.

Letter then deals with another crash retrieval

"Almost a year to the day, I was sent to another crash site. Everything was a repeat of the first time, except that there were six of us. Four of us were part of the first crash site, and the other two were new. This time the aircraft was buried so deep into the lower side of the hil that we could not get a good look at it.

"The security arrangements were just about the same, and we constructed similar buildings around it. It was very close to a rerun of the first crash site. Only this time we were told, 'as a matter of fact,' that it was a top secret experimental aircraft that had crashed. I could however, manage to see the rear end of the craft. It appeared to be the same type as the first. The code name of the project was Pluto, as it was the first also.

Incidentally, that was in upstate New York, in 1976. I do not know if there were any

'people' or life forms aboard.

"Several years later, I had an occasion to be in the area of site #1, and I managed

"Several years later, I had an occasion to be in the area of site #1, and I managed to stop in the cocktail lounge of hotel #1. The bartender only recognized me because he brought in our first room service the first night we stayed there. There was no room service there, but he made his one and only exception to the rule for us. He asked me lots of questions which (I) of course had no answers for, nor would I give any. He told me that he heard that there were lots of medical people on the site. He thought that rather odd for an electric power station. He assumed that there must have been some kind of accident, or lots of waste material in the area. We let it go at that.

"It appears that security was very good, and no one had any idea that an aircraft had crashed there. I suspect that the aircraft was fifty feet in diameter and as long as two hundred feet. I could be wrong in the length. I could recal the under portion of aircraft

#1 had more of a flat surface. It was difficult to see, but I do recall the difference in the portion of the under surface that I could see. There was also a few interesting grooves Page 66

on the top and side areas about twenty feet long. We had speculated that either a steering fin had been attached, or a place where it could slide through from the inside, similar to the type of system used to lower wheels on any air craft. First speculation!

The letter then goes on to describe a third crash site

“In 1978, I was again sent to a crash site. We arrived the day after the security people.

This time the aircraft landed in a lake in upstate Pennsylvania. We went through the same motions, and built several buildings on the edge of the lake to house the craft, once it was removed from the water. Lots of Navy equipment was flown in, and there were divers everywhere. The same magnetic field was present as in the first two incidents. There was no aircraft.

"I spent three weeks there in the event that the buildings had to be adjusted. It seems that the divers had located the exact spot that the aircraft had rested on the bottom, but it was gone. There was lots of evidence on the beach that something very large had crashed into the lake causing the water of the lake to splash ashore, over thirty feet, and what was normally a rather clean lake, was suddenly a very large mudhole. After three weeks, I left and was subjected to the same

a very large mudhole. After three weeks, I left and was subjected to the same type of security as the first two times.

"I didn't have to return to dismantle the pre-fab general buildings. I would think that it was done by others very soon after. There was some thought at first that the craft may have been buried under the bottom of the lake, but by this time, we knew enough about the craft to know if that were the case. It was not - it just vanished. Perhaps it was not damaged and managed to fly away. That may sound sil y, but I believe it is a reasonable conclusion. There was some damage to the immediate area. Six large electrical transformers, and some other equipment were burnt out and had to be replaced by the electric company. The government took the electrical equipment and had it flown somewhere else.

"...I don't really believe that the air craft belongs to our Government or any other government on this earth. From 1975 to present, we would certainly have seen some kind of revolutionary change in our aircraft.

"...After twelve years we probably don't even know what it is, or how to make it. I am positive that at the very least, they have two of the aircraft hidden somewhere, and probably have learned very little from them, other than they exist. However, THE

COMPANY THAT I WAS ASSOCIATED WITH HAS MADE SOME GIGANTIC LEAPS

FORWARD IN ELECTROMAGNETIC FORCES. Perhaps they did learn something from it after all. .

1976 February 14: Cubatao, Brazil

There was a UFO crash in a swamp nearby the Cubatao River on the night of February 14, 1976. Information from one of the military involved in the investigation of the crash and other witnesses have recently been discovered.

Two or three years after the incident, a military diver revealed that he saw the disc-shaped object that fell in the swamp. He also stated that two USAF officers arrived to help conduct the investigation and that the UFO could not be removed (could it stil be there?) from the swamp. The diver had nausea and headaches soon after his contact with the strange metallic craft.

1976 March: Hummingbird Nest Ranch, Simi

Valley, California

There was a report that several motorists and at least two police officers saw an object coming from the southwest over the Simi Valley Freeway and going northwest, it appeared to crash at the Hummingbird Ranch just north of Simi Valley Freeway at Kuehner Avenue at the off ramp coming westward into Simi Val ey.

Later that night the witness was driving and had just come off the Simi Valley Freeway southeast of the freeway. She made a full stop at the Kuehner avenue sign, and paused a moment. Suddenly at her right she saw a hand with elongated fingers on her passenger side window and then a gnome like man's head popped up. He was beating on the windowpane frantically, and was frightful in appearance. He had an extremely long neck and appeared to be bald, very aged and wrinkled and tiny, gnome like.

The witness panicked and gunned the car and raced home. Later accompanied by her son and others she went back to the area. Two armed soldiers that aimed their guns at them stopped them at the entrance of the Hummingbird Nest Ranch. They noticed many lights in the area and numerous military personnel. They were then told very harshly to turn around and leave the area immediately.

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1977: on border between South Australia and Western Australia

A UFO, first seen as a purple green "fireball", was observed to "crash" near the South Australia - Western Australia border, some distance north of the Eyre Highway.

A retrieval team was on location within hours and confirmed the presence of a large damaged object, completely unlike any conventional aircraft. Smal er than a Boeing, it had something of a triangular appearance. There was charcoal colored debris present.

The team quickly verified that two men had already entered the crashed UFO. One of them, indicating he was with the transport division of the Australian

army, had emerged from the craft in a somewhat dazed condition. He stated that one of the UFO

occupants was stil alive. He was subjected to immediate decontamination procedures. The man's companion was apparently determined to be a US citizen.

He was separated from the Australian and taken into custody. Allegedly he was determined to be AWOL and was taken back to the US. The Australian army transport driver was subjected to standard interrogation procedures. He was returned to his vehicle and escorted to his destination and then relocated to Exmouth for two weeks of intensive interrogation and debriefing designed to ensure he was not a security threat to the operation.

The retrieval group verified the presence of two beings inside the craft. One was deceased. The other indicated signs of life uttering a slight squealing noise possibly indicative of being in pain.

Both appeared to be potbellied, with arms that seemed thinner and longer than normal. They were both about 4'6" to 5' in height. Their eyes appeared to be wider than normal and looked black. No ears or hair was noticed.

The informant did not participate in the actual removal of the beings and craft but verified that the site was totally cleaned up leaving no evidence of any crash incident.

The retrieval operation was allegedly part of a joint US Australian operation to recover alien technology and lifeforms. Military personnel who had been assessed and determined to have a history of verified UFO sightings, were used in an "outer cell"

operation to locate apparent sighting "hot spots".

Once the site was verified as active the retrieval/contact team was sent in. Operations of this nature were alleged to have occurred in the Nullarbor area and near Marble Bar. The source claimed he was aware of 4 apparent UFO crash events.

Some of this information has been confirmed. Such as the JIO document originally classified secret that confirmed the Joint Intel igence Organization

originally classified secret that confirmed the Joint Intelligence Organization maintained a secret document resource cal ed the BOLIDE file. It seemed to be anchored to the premise that "UFOs" could involve the chance of retrieval of Soviet hardware and therefore contribute some useful intelligence.

It appeared that JIO had a "rapid intervention" capability as they had been able to institute prompt widespread ground searches in suspected "hardware" crashes. They did this through "special access" channels. This operation may be similar to US activity operating under the code name **Project Moondust.**

Here's more from Australia:

In 1990 a woman passed on a story she had been told by a senior Royal Australian Air Force mechanic. It involved Salisbury (DSTO). According to the woman, the mechanic had worked at the facility on a number of craft with unfamiliar mechanical systems.

Most were strangely-shaped and one was round. He was told that some of these were UFOs and that alien bodies had been recovered from them. There were several different species of alien, but two of them were externally like human beings, except that their internal organs were different.

Another story involves a television camera crew which was allowed into Edinburgh (DSTO) to make part of a corporate video for the RAAF and which entered an off-limits building by mistake. There they found a saucer-shaped aircraft, and were about to examine it when military personnel found them and ushered them away, insisting that they not disclose what they had seen.

Another story from a businessman who travels extensively abroad, concerns a document describing an Australian TOP SECRET operation called **Project Apotheosis**, concerning the transport of aliens from Salisbury to a secret destination.

1977 Jan 10: Wakefield. NH

Ice on pond with 3' hole and black square object in mud.

Reported by Harry Reasoner, ABC News:

A white object fell from the sky and struck the ground [illegible]

An object that fell from the sky into backyard pond of farmer Wm. McCarthy of Wakefield, New Hampshire, turned into a mystery. Town authorities and National Guardsmen tried to get this strange object out.

Dorothy McCARTHY describes first indications of beginning of strange events. Says husband & daughter, Cathy, saw square object in pond. Gov.'s offices say no object found in pond. Geiger counter readings at first were high, then were low.

Now maybe this doesn't belong in this book, since a square object doesn't sound like a UFO. Maybe it was something that fell off a plane or a weapon from a military plane or maybe a drone or something. But there are several clues that make it sound like a possible UFO object: Radiation levels being high then dropping to low levels, could mean that whatever it was could have escaped. And then the government saying there was nothing there after witnesses saw it crash into the pond and there was a hole in the ice sounds familiar, like they recovered a UFO and then they try to tell us that nothing happened, like we are stupid or something.

1977 April 5: Xenia, Ohio

Disabled craft landed or crashed near Xenia, Ohio. Military action ensued, kil ing soldiers and aliens. Stretchers taken to Wright Patterson Base, Ohio - 11 bodies -

unknown craft size

1977 May 26: Corinth, Heard County, Georgia

Currently the GBI has a camp near site and it is claimed that DEA black unmarked helicopters operating out of Athens, Georgia often refuel there. There is a wind sock up there and campers and buildings change periodically.

This crash at Corinth gets a relatively high probability because the crash indeed did happen, but that there is no doubt that something unusual happened on that late afternoon.

A witness to this crash was at her home near Corinth when it took place. Stepping outside to get her mail, she looked up in time to see a boomerang

Stepping outside to get her mail, she looked up in time to see a boomerang metallic finished UFO

flying across the northern sky. Bigger and faster than a commercial jet airliner the boomerang UFO traveled southwest for several seconds as the witness watched in awe.

Suddenly, there was a bril iant flash. Immediately, and without slowing down, the craft did a full right-angle turn and dropped to the horizon within "three seconds."

As the UFO had been half-way up on the horizon, and moving close to a 1000 mph, the radical maneuver seemed to indicate the craft was not man-made. Rushing inside, the witness hastily got her three children, who were preparing to go to bed, and put them into her car. Convinced that a new type of plane, or even UFO, had crashed, she drove northwest to where she thought the craft had disappeared. Driving on Highway 100

towards Corinth, she saw smoke coming out of the woods just before dark. Turning north on Old Corinth Road, her car accidentally went off the road into a ditch.

One of the children flagged down a passing motorist, and they waited patiently for the witness's husband, who ran a nearby service station in Hogansville, to return to pick them up. Freeing the witness's car, they all returned home and then transferred to her husband's vehicle to try to find the crash site. Going further West on Highway 100, they turned on Charles B. Johnston Road this time. Driving 1.9 miles North, and just past the New River crossing, they stopped. Looking directly West, and over a small line of hil s about a thousand feet away, they observed several helicopters at low altitude shining spotlights on the ground.

Among the now dark trees and scrub, the witness says the lights cut through a haze of smoke, like a smoldering fire would produce. Her oldest son, then "8 or 9 years old,"

says he actually saw a fire in the woods. The distant fire reminded him of "a house or plane on fire." His sister, one year older, only remembers "hearing the helicopters"; the youngest child, 5-7 years old at the time, recal s nothing except "getting stuck"

somewhere.

Three longtime residents on the Charles B. Johnston Road remember hearing or seeing nothing that related to crashed planes, UFOs, or fires during that times. They al were accustomed to seeing military helicopters fly over; as they stil often do. Checking with a hunter, who once leased the desolate area around the site in question, in the late '80s, he said that he had never seen any crash debris or evidence of an impact from the sky.

A commercial pilot who regularly flies over Heard County at elevations of less than a thousand feet, says nothing looks unusual to suggest a former crash site near Corinth.

No other witnesses or physical evidence to the sightee's crash can be found.

Things get exciting, though, once we move beyond the reputed site of the UFO crash.

Two miles directly south of the alleged site, a six-sided, low-hovering, UFO was seen in the Summer of 1992. With two families, in nearby mobile homes watching, the UFO

with clusters of three white lights at each corner eventually moved slowly north towards New River. Four miles southwest of the Corinth crash site at the Potato Creek crossing on the Heard-Troup county line, two brothers saw a bright orange, cigar-shaped UFO while coon hunting. Dodging a low-flying plane, and dancing erratical y across the dark Summer sky, the 1975 UFO terrified the brothers.

Five years later at the same spot, another witness watched a giant 600-foot-long cigar-shaped UFO suck water through a 3 foot diameter tube from Potato Creek. Emitting "a blue light" reminiscent of what "a tungsten-inert gas torch makes," the dark UFO

traversed sideways as it pulled the darker tube up inside its blue-lit side-opening.

On reaching the observer, who was parked in his car on the side of Hwy. 27, the silent UFO flew-over at tree-top level, and then "instantly accelerated" out of sight! The witness, a tool and die foreman, speculated that the craft might have

sight! The witness, a tool and die foreman, speculated that the craft might have been "taking on cooling water" for, what he surmised, its nuclear-fueled engines.

Moving 2 miles north, and the same south, a different witness saw a similar craft 3 times over a period of several days in April of 1995. Like the tool and die foreman, he saw the cigar-shaped UFO closely, and also while driving on Hwy 27. Moving slowly, on each occasion, the ship was surrounded by red, green, and white lights. While no opening or hanging tube was seen, the craft's bottom did have a large central indentation that looked "as if it could open up."

In all 3 sightings, according to the then 25-year-old machine operator, the craft either crossed New River, or in the case of the single Troup County sighting, traveled towards it.

So what does all this mean?

And how does it relate to the alleged UFO crash near Corinth? To try to answer these questions, we must consider the military activity that has occurred in this same area.

On 28 May 1977, a civilian Bel 206B helicopter equipped with sprayers, and possible searchlight, crashed on the west side of Hwy. 27, near the New River crossing.

According to the same witness who saw the cigar-shaped UFO with the tube, and his nephew who was with him, the chopper was doing something highly suspicious.

Both agree, at least locally, that the crash was kept secret.

Checking the county forestry unit, only a mile away, a man who has worked there since 1968 said he had never heard of the helicopter crash. Sheriff Crook, then a game warden in 1977, said he too was unaware of the crash. Another who owns property near the helicopter crash location, also expressed surprise on learning of the crash.

But more than this, is the testimony of the two witnesses--even if it does diverge. The tool and die foreman says that on racing to the helicopter crash, he spotted, before getting there, an unbeknownst "cleared-off landing area and bivouac."

Astonishingly, he claims he saw military jeeps, trucks, helicopters, tents, and soldiers there.

Additionally, he says they were working with civilians in "white decontamination suits, complete with beehive type headgear." White helicopters, such as the Bel 206B that they were to eventually find, he says, were also seen in the clearing. On reaching the helicopter crash, he hurriedly took several black and white 35mm photographs of the chopper laying on its side in a gully. The chopper was heavily damaged, and the pilot gone (bloody bandages were found nearby).

Suddenly, a soldier and civilians in the "beehive type" suits appeared. Yelling, the soldier screamed for someone to "Grab that camera!" Running, he and his nephew hid in bushes, and dodged around until they lost their pursuers. The nephew has a different version: He says that he saw no cleared-off area, and equal y importantly, no military. He does acknowledge that they were chased by unknown persons, and the pursuers did want the photos his uncle had taken. He also says he had heard that the helicopter "was spraying for fire ants"; but, like his uncle, is certain that the craft was doing something it wasn't supposed to be doing.

There was a third witness to this incident--the tool and die foreman's young son--but he was not available for an interview. The father, though, concedes that his son doesn't remember the military being involved, for reasons he stil doesn't fathom.

What is clear is that nobody in Heard County, besides the above three witnesses, has ever talked publicly about the helicopter crash.

Indeed, the exact date for the crash was only ascertained after contacting the National Transportation Safety Board in Washington, D.C. (The corporate owner, and pilot, of the helicopter is not listed in their crash report.) Finally, we have another mishap with a helicopter off Hwy 27. This time it definitely involved the military.

A mile north and on the east side of Hwy 27 from the Bel crash, a twin-rotor CH-47

made, what was termed by some, an emergency landing. In March of 1990,

according to the landowner of the site, a military helicopter sat down to make emergency engine Page 74

repairs. Soon it was joined by another chopper, and a perimeter was set up for security.

A different, but highly reliable, source who was there (the landowner was not), says that no one--including personal from the Heard County Sheriff and Fire Departments--was permitted to enter the sealed off area. Barricades, according to this same source, were also erected around the area.

On prodding by local officials, and in a somewhat conciliatory attempt to alleviate a sticky situation, an armed soldier told deputy sheriffs on the scene that the reason they couldn't enter was more than just "engine failure." Elaborating, the same soldier said they "were on a secret mission, and had a high-ranking officer aboard." On talking to Heard County Sheriff Crook about the incident, he confirmed that the helicopter did land for repairs, but on whether he was denied access to the site, he said only, "I can go anywhere I want to in this county." He further related that the helicopters were only on the ground for a few hours, and like the other source there, acknowledged that they left around 10-11 PM. (The helicopters were later seen flying north over nearby Franklin; then west towards Alabama.)

Another source who lives off Hwy 27 says he first noticed the helicopters around 10

AM. He also says that they had no engine problems as the 'copters were "low enough"

for him to have heard any mechanical difficulties. Moreover, he claims the choppers were definitely searching, and on the ground for more than just a few hours as the others estimated. If so, were the soldiers looking for debris of an unknown object that others had missed many years ago in a nighttime retrieval operation?

The witness, on seeing the boomerang UFO go down, said she initially thought it had crashed about "7-8 miles away." On finally reaching where the helicopters and smoke were, she was surprised that it was only about half the distance away. Was the crash really off Charles B. Johnston Road, or further west as the witness originally thought?

The civilian Bel helicopter, was it part of the retrieval operation? Or was it being used only for decontamination purposes to prevent alien contamination?

It may be there is no connection at all. The witness and her older son both believe that the crash occurred after November 27, 1977, when the witness's father died from cancer. Stil , there is no certainty of when the alleged UFO crash happened. The witness concedes it could have been earlier because of the 1977 Ford Pinto she was then driving. (She is certain she bought the Pinto before May 28, 1977; and she and her oldest son both say they were in the Pinto when searching for the downed UFO.) Did a UFO only, perhaps, touch down, and start a fire? Have the military been monitoring this area for a long time because it has a high incidence of alien activity? Are alien craft landing along the Heard-Troup corridor because there is something there Page 75

they want? Is it a mineral anomaly that is attracting them? (There is some extremely light zinc mineralization along the New River in Heard County.

Further south, in central Troup County, there are a few old beryl mines--beryl is the principal ore for beryllium.) Then there is the odd curiosity related by Allen J. Giles, a State of Georgia geologist. Mr. Giles says that not long ago, some unusual specimens of quartz were given to the Georgia Geological Survey.

The quartz rocks came from "central or western Troup County" he believes, and they display a remarkable piezoelectric quality that he or other State geologists have never seen before. Rubbing two flat surfaces of the quartz samples together, they were able to create a soft glow where the rocks interacted. He says that while there is some old German literature on this subject from the 1930s to support that this phenomenon has been documented before, it is certainly not common.

According to the literature found, the glow created by rubbing this special quartz together is called, "triboluminescence."

Could this property of triboluminescence be the reason why so many alien craft are visiting the Heard-Troup corridor? Are they coming to the Piedmont region of western Georgia and eastern Alabama--to acquire quartz that is easily energized? More likely, and with quartz being most common, triboluminescense may account for some local sightings, but not the close encounters described.

Although one abductee/contactee claims these extraterrestrials are solely visiting

this portion of the Piedmont for the many large granite outcrops, and remoteness, it offers.

But what about the original claim, did a plane really crash near Corinth? If so, why was there not anything in the newspapers, or on the radio or television about it? Unless maybe it wasn’t an alien craft! Could the Corinth crash have actual y been a secret experimental military plane? Maybe something like the stealth bomber?

The shape of the witness's sketch of the object certainly suggests a stealth bomber. It should be noted, though, that the witness and her children heard no explosion, or felt any heavy earth vibration, which would be characteristic of a close by plane crash. Nor do they claim to have seen any actual object on the ground--just smoke, and with the oldest son’s claim, a fire. Did any object actual y crash or land near Corinth?

Maybe we will never know.

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1977 July: Jopala, Mexico

Hundreds of awed witnesses were able to behold a number of falling unidentified flying objects, some of which were even captured on film. The mobilization of the Mexican Army over the course of the fol owing days made many realize that something significant had indeed transpired, and rumors spread about a UFO which had col ided in the mountains.

The town of Jopala, to the east of Puebla and in the vicinity of the Gulf of Mexico, became the target of serious research. The townspeople had allegedly seen a solid craft explode into thousands of sparks: witnesses included not only the local mayor, but also a number of schoolteachers, who had been able to retrieve pieces of a rough metal.

The most curious detail to the townspeople's story was that others had beaten them to recover the pieces of the unusual material--a group of persons who arrived by helicopter and were obviously Americans. The news media would later report, as it often does, that "NASA scientists" had visited the area. More likely than not, these were members of the Air Force's secretive Moondust/Bluefly recovery teams.

Upon analysis, one of the recovered pieces of UFO debris proved to be an unusually pure alloy, unavailable to earthly technology at the time. U.S. researchers also believed that a subsequent collision had occurred in Tabasco, and that two dead alien pilots had been recovered from the wreckage. Mexican researchers were greatly annoyed at the fact that foreign investigators had obtained access to the available data before their own research teams.

Dr. Rafael A. Lara, director of Mexico's Center for the Study of Paranormal Phenomena (CEFP), looked into a more recent event: on January 28, 1996, hundreds of residents of the states of San Luis Potosí, Guanajuato, Querétaro, Veracruz and the Distrito Federal (Mexico City) were witnesses to an uncanny aerial display. An enormous bril iant light, changing colors from blue to yellowish-orange, green and red), crossed the skies over Mexico at an amazing speed. Eyewitnesses in Mexico City claimed that the light gave off smal er lights, a total of 7, which gradually lost speed and crashed against the slopes of the Popocatepetl volcano.

Eyewitnesses in southern Veracruz revealed that this spectacular phenomenon was visible around 8:25 p.m. and immediately attracted the attention of radio stations in the city of Coatzacoalcos. Residents of Acaycan and Oluta, also in Veracruz, were able to make out numerous colored lights in the Veracruzan skies running in a north-south direction. The townspeople of Minatitlán, Pajápan, Jesús Carranza and other communities also beheld the phenomenon.

Anthropologist Jaime Botello explained that both he and his wife, Gabriela Rodríguez, agreed that the object had been incandescent and had been fol owed by other objects which fol owed a trajectory toward the Citlatépetl volcano. Other witnesses believed that the objects in question penetrated a kind of cloud which could also be seen in the sky.

1977 November 16: Ellsworth Air Force Base

Official Complaint Report

Two security officers responded to an alarm, to be confronted by two 'EBEs'. At this point they challenged them, and one of the aliens responded by firing a pulse of white light from an object it was holding. The light struck Security Officer Rake's weapon, causing it to disintegrate, burning his hands, Officer Jenkins

returned fire at the EBEs.

They once again responded with another beam of light, narrowly missing the guards, the two security guards called and A1013 (distress call) to Lime Control.

Jenkins again challenged the aliens, but they refused to stop. Jenkins fired two rounds, hitting one intruder in the back, the other in the helmet, both intruders fell to the ground. After approximately 15 seconds the two intruders returned to an upright position, firing flashes of light once again.

Rake was treated at the base hospital by a Captain, whose name was "mysteriously"

il egible. He was treated for second and third degree "Radiation" burns to each hand.

Rake was air-lifted to an undisclosed destination and his M16 rifle could not be found at the scene. The fol ow-up report has the name, address and signature deleted, so as not to disclose the source of the information.

Eye-Witness Testimony

The fol owing letter came from a reliable source and it corroborates the official report:.

“The Air Force appointed a special team of individuals to investigate the [Ellsworth]

incident. I was one of those individuals. I am stil on active duty, so I cannot state my name at this time.

The incident which occurred on 16th November 1977 was classified Top Secret on 2nd December 1977. I obtained a copy of the original report, I believed at the time that the Air Force would hush the whole thing up, they did! The Air Force ordered the silence on 1st December 1977, the report became classified information.

There were 16 pictures taken at the scene, I do not have access to the pictures.

The report was stamped 'For Official Use Only', by the Commander of the 44th Missile Security Squadron at Ellsworth Air Force Base, near Rapid City, South Dakota.

The incident was described as a "Helping Hand" (security violation) Covered Wagon (security violation) at Lima 9 (68th SMSq Area), seven miles south-west of Nisland, South Dakota.

The recipient of the report was identified as Paul D Hinzman, SSgt, US Air Force, Comm/Plotter, Wing Security Control.

Two security Airmen 1st Class, Kenneth Jenkins and Wayne E Rakes, experienced and reported the incident. It was investigated by Captain Larry D Stokes and TSgt Robert E

Stewart. The document told an incredible story.

At 10.59 on the evening of November 16th, an alarm sounded from the Lima 9 missile site. Jenkins and Rake, at the Lima Launch Control Facility 35 miles away, were dispatched to the scene. On their arrival Rake set out to check the rear fence line.

There he spotted a helmeted figure in a 'glowing green metallic suit'. The figure pointed a weapon at Rake's rifle and caused it to disintegrate, burning his hand and arms in the process. Rake summoned Jenkins, who carried his companion back to their Security Alert Team vehicle.

When Jenkins went to the rear fence line, he saw two similarly-garbed figures. He ordered them to halt, but when they ignored his command, he opened fire. His bullets struck one in the shoulder and the other in the helmet. The figures ran over a hill and were briefly lost to view. Jenkins pursued them and when he next saw them, they were entering a 20-foot diameter saucer-shaped object, which shot away over the horizon. As Rake was air-evacuated from the scene, investigators discovered that the missile's nuclear components had been stolen."

1978 January: McGuire Air Force Base, New Jersey

The information that follows was reported to a UFO researcher by a San Francisco Police Officer:

1. In January of 1978, I was stationed at McGuire Air Force Base, New Jersey. One evening, during the time frame of 0300hrs and 0500hrs, there were a number of UFO

sightings in the area, over the airfield and Fort Dix Army Camp.

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I was a security policeman and was on routine patrol at the time. New Jersey State Police, and Fort Dix Military Police were running code in the direction of Brownsville, New Jersey. A state trooper then entered Gate 5 at the rear of the base requesting assistance and permission to enter.

I was dispatched, the trooper wanted access to the runway area, which led to the very back of the air field, and connected with a heavily wooded area which is part of Dix training area.

He informed me that a Fort Dix MP was pursuing a low flying object, which then hovered over his car. He described it as 'oval shaped' with no details, and glowing with a bluish green color. His radio transmission was cut off. At that time in front of his police car appeared a thing, about four-foot-tall, grayish brown, fat head, long arms, and slender body.

The MP panicked and fired five rounds from his .45 caliber pistol into the thing, and one round into the object above. The object then fled straight up and joined with 11 others high in the sky. This we all saw but did not know the details at the time. Anyway, the thing ran into the woods towards our fence line and they wanted to look for it. By this time several patrols were involved.

2. We found the body of the thing near the runway. It had apparently climbed the fence and died while running. It was all of a sudden 'hush-hush' and no one was allowed near the area.

We roped off the area and AF OSI came out and took over. That was the last I saw of it. There was a bad stench coming from it too. Like ammonia smelling but it wasn't constant in the air. That day, a team from Wright-Patterson Air Force Base came in a C141 and went into the area. They crated it into a wooden box, sprayed something over it, and then put it into a bigger metal container.

They loaded it in the plane and took off. That was it, nothing more was said, no

report made and we were all told not to have anything to say about it or we would be court martialed.

3. I wil be getting out of the Air Force in about two months. Do not disclose my name as I could get into trouble. I am interested in pursuing this and other matters if you need help. Forgive me for not signing this but I can't take any chances. Please reply to the above address and parents wil forward it to me or I wil be home already. Don't send it here because they monitor all mail closely and I again don't want to take any chances.

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1978 May 6: near Tarija, Bolivia

Perhaps the best known of the crashes in landlocked Bolivia is the one which took place on this date, where witnesses saw an object measuring some twenty feet in diameter fly over their heads and then col ide into the sides of a nearby hill. The explosion was heard some fifty miles around, and the Bolivian military was immediately dispatched to the area to investigate. The Tarija incident was merely one of the events in a localized UFO flap which covered northern Chile and Argentina. The Bolivian task force reached the impact area after strong denials that NASA personnel was somehow involved with their efforts

1979 August 20: Buen Retiro. Gonzalo Menacho, Bolivia

the American embassy in La Paz was informed of the col ision of another smal artificial vehicle on Bolivian soil. The unknown device had crashed on a large private hacienda near the village of Buen Retiro. Gonzalo Menacho, a local farmer, attested to having seen "a fireball falling from the sky" in the early hours of August 19th. After sunrise, Menacho was surprised to see a small military airplane circling the area, as if looking for something.

Accompanied by a friend, Menacho discovered a lightweight sphere made of some unknown metal, roughly three times the size of a basketball. When the men tried to retrieve the object, they were prevented from doing so by government authorities. A Bolivian Air Force colonel stated that the object was not extraterrestrial, merely "a fuel cell from a satellite." A film on the recovery effort was presented to the U.S. Air Force.

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1980 Dec 26: Rendlesham Forest, United Kingdom

“What I once believed is no more, and what I’ve witnessed, defies all that I have ever imagined.” “I am truly in awe over the whole incident, and no one can ful y understand the magnitude, of such an event, unless you were there.”

- Sgt. James Penningston, Interview with ABC Television 2005

“It didn't crash. It landed.”

-Sgt. Bud Steffens (Spotted the strange lights on 25/26 December 1980)

"When I arrived it was going in and out through the trees and at one stage it was hovering. Then it went over to a clearing at the edge of the forest. By the time we got to the clearing it had already landed. When this thing landed Halt was already there. I didn't see it land. I saw it take off. It kind of hovered at first and then took off."

-Sgt. Adrian Bustinza, Interview with Georgina Bruni

"There were three objects or lights. The largest light was the leading or command vessel. The lights were three vessels that moved independently of each other.

They were moving and were able to jump from Woodbridge and show up over Bentwaters in less than a second."

-Sgt. Monroe Nevels, Disaster Preparedness Technician

The Rendlesham Forest Incident, also known as 'Britain's Roswell', is undoubtedly one of the best documented and most significant military encounters with a Craft of Unknown Origin or UFO. It is also a case that involved very credible witnesses, trained (USAF) United States Air Force observers and security police.

The incident spanned three days in 1980. Rendlesham Forest is a large pine forest, east of Ipswich, in Suffolk, England. Nearby are the twin NATO air bases, RAF Bentwaters and RAF Woodbridge; at the time both bases were being leased to the United States Air Force. Several UFO incidents, including multiple-witness sightings by military personnel, ground traces, and radioactive anomalies were reported from Rendlesham forest.

anomalies were reported from Rendlesham forest.

According to USAF security patrolmen on duty, "the object was described as being metallic in appearance and triangular in shape, approx. 2-3 meters across the base.. it Page 82

il uminated the entire forest with a white light, and had a pulsing red light on top and a bank(s) of blue lights underneath."

The object was hovering or on legs. As the patrolmen approached the object, it maneuvered though the trees and disappeared. At this time the animals on a nearby farm went into frenzy. The object was briefly sighted approximately an hour later near the back gate.

On the fol owing morning when investigating the sighting in the Rendlesham Forest, landing marks were found in the ground near where the patrol men first spotted the object as well as burn marks on nearby broken trees.

There were three depressions from the landing gear that were one and a half inches deep and seven inches in diameter. Plaster casts were then made of the landing gear depressions, but no one was sure of what they truly were. Some say they could have been made from common animals in the area.

Later beta/gama tests were done to determine if there was radiation contamination and if there was how much. It was determined that moderate radiation was found away from where the ship had landed at .05-.07 and the highest readings were at the location of the landing.

That night a glowing object was spotted through the tree line pulsing red. It then broke off into five different pieces and seemingly disappeared. Soon after three more objects were spotted two in the north and one in the south all moving at rapid speeds and displaying red, blue and green lights. The lights would randomly shoot white lights towards the ground and remained visible from one to three hours. All witnessed by multiple military men.

Lt. Col. Charles Halt, while investigating the UFO, brought a hand-held Lanier micro-cassette recorder that he would often use for note taking. He recorded the investigation on the 28th of December when they were looking for the impressions from the ship and taking radiation readings

The Rendlesham Forest UFO incident has more evidence than any other case in history.

Credible, high-ranking, military officials have gone on record and countless lists of witness testimony have been documented; trace evidence was present, physical evidence was present, radiation readings taken at the landing site were ten times higher than normal; photographs were taken, eyewitness sketches and drawings of the incident recorded, and in spite of the Ministry of Defense and Air Force cover-up, the list of evidence continues to unfold.

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Colonel Charles I. Halt

Col. Charles Halt, who, in December 1980, was the deputy base commander at joint British/American airbases, Bentwaters and Woodbridge, in the Rendlesham Forest in England. Over the course of several nights, UFO activity was high at the base, including reports of unidentified objects near the nuclear weapons storage area.

On one evening, Halt was summoned into the forest near the base to investigate a UFO

sighting.

"There was a glow in the forest near indentations from where a supposed object had rested two nights before," Halt told AOL News.

"So we went into the forest, and we were examining things, and suddenly, we saw something. We looked out in the farmer's field and there was this almost elliptical object with a black center. It appeared to be winking, is the best way I can describe it, and it was dripping, like, molten metal off it, just like it was shedding something.

"It wasn't perfectly round, it was a little bit flattened, and it moved from side to side, then it came into the forest, moving through the trees, avoiding the trees, it bobbed up and down a bit in the process, and at one point, it actually approached us."

Halt, understandably, became concerned with this chain of events, trying to determine a rational explanation.

"I was thinking ball lightning, what could this be? And then it receded back out into the farmer's field, and suddenly, it just silently exploded into five white objects and they disappeared."

But as Halt would shortly discover, the UFO encounter was far from over.

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"Across the road, we stumbled through a creek, got all wet and went out into the plowed field, just looking around, and we looked in the sky and there were objects in the sky -- several to the north and several to the south.

"The ones in the north changed from elliptical to round and had multi-colored lights that were blinking and flashing. They moved at very high speed and sharp angular movements, as though they were doing a grid search or something."

And then, apparently, one of the objects took a sudden interest in the soldiers.

"One of them approached us at very high speed -- I'd say it was at 2,000 to 4,000 feet in altitude, and it came almost directly overhead and sent down the equivalent of a laser beam -- it's the best I can describe it. It did not go like a light beam and fan out; it came straight down, maybe 8 or 10 inches in diameter, and fell just 8 or 10 feet from our feet.

"We stood there in awe, you know, 'Is this a warning, is this a signal, is this a communication? What is this? A weapon?' And just as suddenly as it appeared, it disappeared, and the object moved back away from us a bit, and while we were standing there, then we noticed another object over the Woodbridge base, sending down the equivalent of similar beams."

Whatever it was that appeared in the skies over Bentwaters-Woodbridge in December 1980, Hall points out, wasn't just seen by several Air Force personnel.

"I found out later that British radar had actually picked up some things on a screen -- I didn't know this until recently, because people had come forward after they'd retired.

There were two radar confirmations."

SSgt Monroe Nevels

Sgt Monroe Nevels was with Colonel Halt and others on the 27/28 December 1980. He operated the Geiger counter and confirms the Craft of Unknown Origin sighting. Monroe also took numerous photographs of the lights and object.

All of the photographs developed by Monroe Nevels were fogged.

"I, Monroe Nevels, did take photos with a Nikon F3 and a 105mm f/2.8 lens, with TriX

@ ASA 400. I processed them myself in my home photo lab. They were fogged, and after a few years realized the reason: Radiation detected around the sight and on the trees. This is why none of the photographs could be viewed.

Cabansag was strongly "encouraged" or forced to sanitize the events that took place in Rendlesham Forest 1980. He accompanied Jim Penningston and John Burroughs to investigate a craft of unknown origin that landed and was sitting\hovering on the forest floor with blinding white, yellow, orangeish red and blue lights pulsing near or on the skin of the craft. The fol owing is the sanitized version of Cabansag's statement he was forced to write and sign:

“On 26 Dec 80, SSgt Penniston and I were on Security #6 at Woodbridge Base. I was the member. We were patrol ing Delta NAPA when we received a cal over the radio. It stated that Police #4 had seen some strange lights out past the East Gate and we were to respond. SSgt Penniston and I left Delta NAPA, heading for the East Gate code two.

When we got there SSgt Steffens and A1C Burroughs were on patrol. They told us they Page 86

had seen some funny lights out in the woods. We notified CSC and we asked permission to investigate further.

They gave us the go-ahead. We left our weapons with SSgt Steffens who remained at the gate. Thus the three of us went out to investigate. We stopped the Security Police vehicle about]00 meters from the gate. Due to the terrain we had to on by foot. We kept in constant contact with CSC. While we walked, each one of us would see the lights. Blue, red, white, and yellow. The beacon light turned out to be the yellow light.

We would see them periodically, but not in a specific pattern. As we approached, the lights would seem to be at the edge of the ferret. We were about 100 meters from the edge of the forest when I saw a quick movement, it looked visible for a moment. It looked like it spun left a quarter of a turn, then it was gone. I advised SSgt Penniston and A1C Burroughs. We advised CSC and proceeded in extreme caution. When we got about 75-50 meters, MSgt Chandler/Flight Chief, was on the scene. CSC was not reading our transmissions very well, so we used MSgt Chandler as a go-between. He remained back at our vehicle. As we entered the forest, the blue and red lights were not visible anymore. Only the beacon light, was stil blinking.

We figured the lights were coming from past the forest, since nothing was visible when we passed through the woody forest. We would see a glowing near the beacon light, but as we got closer we found It to be a lit up farm house. After we had passed through the forest, we thought it had to be an aircraft accident. So did CSC as wel . But we ran and walked a good 2 miles past out the vehicle, until we got to a vantage point where we could determine that what we were chasing, there was only a beacon light off In the distance.

Our route through the forest and field was a direct one, straight towards the light. We informed CSC that the light beacon was farther than we thought, so CSC

terminated our Investigation. A1C Burroughs and I took a road, while SSgt Penniston walked straight back from where we came. A1C Burroughs saw the light again, this time it was coming from the left of us, as we were walking back to our patrol vehicle. We got in contact with SSgt Penniston and we took a walk through where we saw the lights.

Nothing. Finally, we made it back to our vehicle, after making contact with the PC's and informing them of what we saw. After that we met MSgt Chandler and we went in service again after termination of the sighting." ~A1C Edward Cabansag Page 87

July 2015 - New evidence has been gathered to back up claims a UFO landed near a US airbase in Suffolk, a former deputy commander has claimed.

Col Charles Halt told the BBC he saw unidentified objects at Rendlesham Forest in December 1980.

He says he now has statements from radar operators at RAF Bentwaters and nearby Wattisham airfield that an unknown object was tracked at the time.

Col Halt claimed it was seen by himself and base security staff.

He was deputy commander at the Bentwaters base and now lives in Virginia. Col Halt said some former service people had not wanted to speak until they retired but had now provided written statements to him.

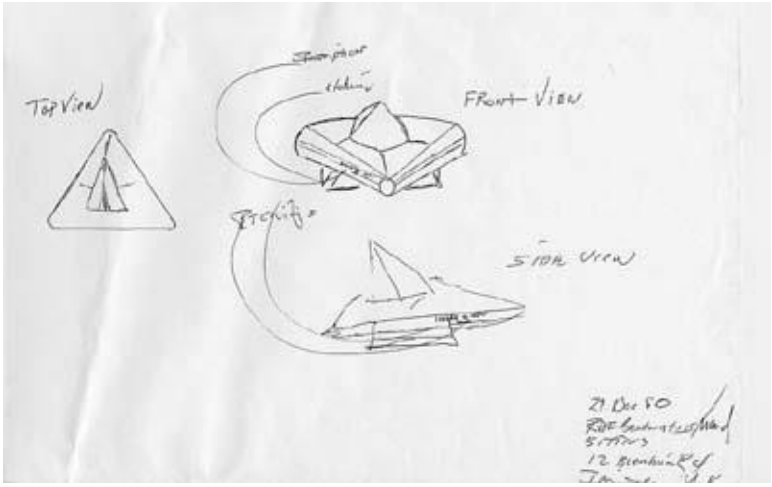
The Ministry of Defence told the BBC it no longer deals with reports of UFOs.

United States Air Force security personnel John Burroughs and Jim Penniston were the first to report sightings of strange lights on 26 December 1980

Col Halt recorded a running commentary into a dictation device of their efforts to find the source of the lights

RAF Bentwaters was an airbase used by the United States Air Force during the Cold War until 1993

Page 88



Other suggestions as to what was seen at Rendlesham include military project testing, a helicopter carrying a dummy Apol o capsule, light from the Orford Ness lighthouse and pranks by airmen

"I have confirmation that (Bentwaters radar operators) .. saw the object go across their 60 mile (96km) scope in two or three seconds, thousands of miles an hour, he came back across their scope again, stopped near the water tower, they watched it and observed it go into the forest where we were," said Col Halt.

"At Wattisham, they picked up what they cal ed a 'bogie' and lost it near

Rendlesham Forest.

"Whatever was there was clearly under intelligent control."

UFO researcher John Hanson said he found Col Halt to be a reliable witness and there had been a "concerted effort to hide the truth".

He said the evidence of the UFO being picked up by radar seriously undermined the suggestion by the government at the time that the reported phenomena were due to witnesses seeing the light from Orfordness lighthouse and misinterpreting what they saw.

Jim Penniston's official USAF sketch of the UFO

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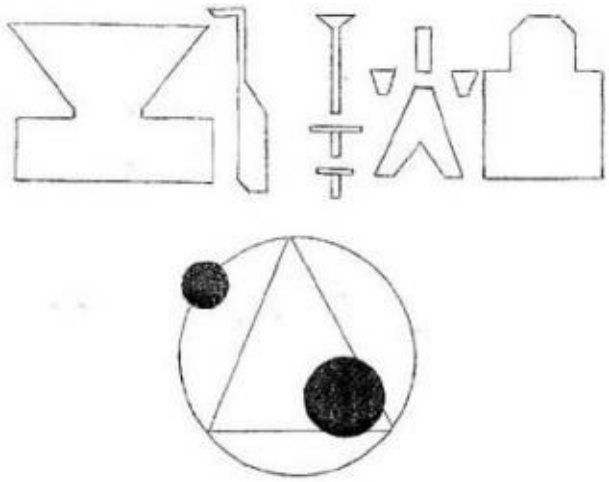


Jim Penniston's official USAF sketch of the symbols The conclusion on Rendlesham Forest from Nick Pope…

Though these events happened some time before I joined the MoD, it was a case that was raised with me on numerous occasions during my time working on MoD's UFO

project, between 1991 and 1994. It was certainly the case on which I received most enquiries, from Members of Parliament, the media and the public. So as to be better able to respond to such questions, I not only read al the relevant papers on the case, but launched a retrospective review of the incident – something akin to what the police would call a cold case review. Subsequent to this, I have met most of the key witnesses to this incident and had extensive discussions with them.

Investigations by the UK were inconclusive. I do not know the results of the US

investigations, because as MoD documents released under the UK's Freedom of Information Act show, some evidence was removed by the US authorities without their informing the UK Government. Specifical y, the MoD case file reveals that shortly after the incident, General Gabriel visited the twin bases of Bentwaters and Woodbridge, was briefed on the incident, and took various items relating to the investigation back to his headquarters in Ramstein, Germany. At

the time, General Gabriel held the post of Commander in Chief, United States Air Forces in Europe. The MoD document concerned – though careful y worded – leaves little doubt that the UK authorities were less than pleased with evidence being removed in this way, with the MoD not being Page 90

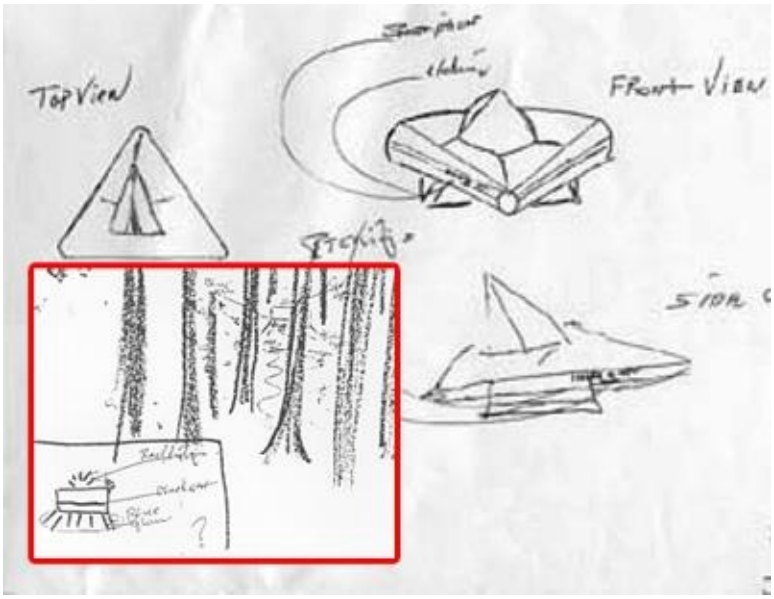
Photos taken at Rendlesham Forest

informed at the time and not – so far as I am aware – being briefed subsequently on the conclusions of whatever USAF and/or DoD investigation fol owed General Gabriel's visit.

My cold case review showed that General Gabriel's removal of evidence was one of a number of factors that adversely affected the contemporaneous investigation. A combination of confusion over jurisdiction (i.e. between the US and UK authorities), delay, and poor information-sharing fatal y undermined the original investigation.

Part of the problem was that the US investigation was, in and of itself, a direct contradiction of the US Government's public line on UFOs – namely that the subject is of no official interest and that no investigations took place after the termination of the USAF's UFO investigation program, Project BLUE BOOK, at the end of 1969.

This clearly put senior USAF officers in an extremely difficult position and it was clear to me that the US authorities wished to hand the investigation off to the British, while the MoD was equally keen to see the Americans take the lead.



The confusion over precisely what happened at the time is compounded by the fact that some MoD UFO files covering the time period of the Rendlesham Forest incident have been destroyed, seemingly without proper authorization. While I am aware that this action has generated some conspiracy theories,

I am not aware of any evidence that suggests this was a deliberate attempt to hide information. While some internal MoD emails expressed delight at the loss of these files, my assessment is that these were unfortunate remarks by comparatively junior staff and were motivated by nothing more sinister than the relief of not having to respond to further Freedom of Information Act requests for the documents.

By the MoD's own admission, there was no definitive explanation for the Rendlesham Forest incident and the case remains unexplained to this day. However, when pressed to make a statement on the incident, the MoD has consistently said that the events were judged to be of "no defense significance" – a catch-all soundbite that we consistently used

with all UFO

sightings, explained

or unexplained, when

engaging with

Parliament, the media

or the public.

It is worth quoting

the assessment of

Lord Hil -Norton on

this point. Lord Hil -

Norton was a retired

5-Star Admiral who

was a former Chief

of the Defense Staff

(CDS) and a former

Chairman of NATO’s

Military Committee. CDS is a UK post equivalent to the US post of Chairman of the Joint Chiefs of Staff. Commenting on the MoD’s “no defense significance” line on the Rendlesham Forest incident Lord Hil -Norton said this:

“My position both privately and publicly expressed over the last dozen years or more, is that there are only two possibilities, either:

a. An intrusion into our Air Space and a landing by unidentified craft took place at Rendlesham, as described. or,

b. The Deputy Commander of an operational, nuclear armed, US Air Force Base in England, and a large number of his enlisted men, were either hallucinating or lying.

Either of these simply must be 'of interest to the Ministry of Defense', which has

been repeatedly denied, in precisely those terms.´´

It is difficult to disagree with Lord Hil -Norton’s assessment.

In the course of my cold case review of the Rendlesham Forest incident, I examined critical y all the various theories that sought to explain the sightings in conventional terms, either as misidentification, hoax or delusion. The most likely conventional explanation, of course, was that the incident had involved a secret, prototype aircraft or drone. However, none of the theories fitted the facts.

Most people, whatever their views on the UFO mystery, have probably heard of the alleged crash of a UFO at Roswell. In the Rendlesham Forest incident, we have a UFO

incident more recent, better documented and better evidenced than the events at Roswell.

1981 Aug 22: Argentina

Several witnesses claimed they saw a stricken, disc-shaped object as it plunged to Earth. It halted the descent but then exploded, the debris raining down. Military jets were seen in the area shortly after the explosion. A search of the area revealed metal fragments and several unidentifiable large pieces of equipment. Military authorities moved in quickly, surrounding the area and barring the curious. here were reports that two badly burned bodies were recovered.

1986 Dec 29: Dalnegorsk. Hill 611, Siberia

Object approached from SW and fell onto hil . Tried to lift off 6 times - finally exploded and burnt. Featured on the TV shows "Sightings", "Discovery Channel." and by TV

newsman George Knapp

The Dalnegorsk flap should be discussed because it contains some of the most extraordinary physical evidence col ected so far anywhere in the world, and also because UFO sightings continue to be reported in this area to this day.

Residents of the settlements observed a reddish-orange sphere the size of a half moon, which flew from the southwest at 260 degrees. Its altitude was 700-800 meters. The flight was parallel to the surface of the Earth, without the angles which are characteristic for meteorites. The witnesses heard absolutely no noises. The calculated speed by chronometer was 15 meters per second. There was no change of direction or of altitude.

The object then approached the Izvesrkovaya mountain, or Hil 611, which has an elevation of 600 meters and is located at the center of the town.

The object made a dive and went at an angle of 60-70 degrees on the cliff ledge, where it 'fell' and burned for one hour. Some of the witnesses affirm that it rose and lowered itself six times, and that its light was intensified during its rise and weakened during its lowering."

An investigaing team arrived on the scene February 3, finding a number of physical traces, which included lead and iron balls, bits of glass, a fine mesh or netting, traces of high temperature activity, magnetic anomalies and damage to nearby trees and stumps.

The materials have been analyzed by several laboratories from three Soviet academic centers and 11 research institutes. The results, however, have proven to be highly enigmatic, leading scientists to conclude that the Dalnegorsk object was probably an artificial space probe of non-terrestrial origin.

According to one report published in the newspaper Socialist Industry, "In the scales [or mesh], almost all the elements of the entire periodic table were found."

Spectral analysis of the lead balls, for instance, showed that besides lead, these contained silicon (20 percent), aluminum (10 percent), iron (15 percent), zinc (1.5percent), titanium (2 percent), magnesium (1 percent), and silver(2 percent), as well as minute portions of copper, lantanium, praseodymium, calcium, sodium, vanadium, cerium, chrome, cobalt, nickel, and molybdenum. The scales or mesh reacted in a very strange manner during the laboratory analysis.

The Socialist Industry report said one of the scientists, A. Makeev, "presented the roentgenological structural analysis and showed that from one scale, after melting it in a vacuum, all of a sudden gold, silver, and nickel disappeared. But there appeared alpha-titanium and molybdenum. In another scale, the metals did not appear at all. And for some reason, after the heating, there appeared

beryllium sulphide."

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There were stil further surprises, such as "six areas of magnetized silica rock" (silica is a nonmagnetic material) found on the site.

This and other results were published by A. Petukhov and T. Faminskaya, members of the Council of Scientific and Engineering Societies' Commission on Paranormal Events.

"Vivid interest was also evoked by the mesh, a carbon-based composite of unknown origin," wrote Petukhov and Faminskaya. "The specimen was found to include quartz filaments 17 microns thick, and golden wires inside each filament."

Other anomalous effects included the blackened photos of Hil 611 taken by the researchers, and the biological effects on the researchers themselves.

According to Petukhov and Faminskaya, "the researchers working at the site showed changes in their blood (a reduced count of leucocytes and platelets, changes in the structure of erythrocytes) and sensory disturbances."

The medical investigation involving five researchers who spent considerable time at Hil 611, and a control group. All of this led some investigators to conclude that something alien had indeed crashed at Hil 611

V. Vysotsky, Doctor of Chemistry from Vlakivostok, stated:

"Undoubtedly, this is a high-technology product and not a thing of natural or terestrial origin."

It was proposed that it was "an automatic scout probe" of alien origin, and rejected the alternative hypothesis that it could have been a natural plasmoid. This hypothesis was proposed by a candidate of geological-mineralogical science, V.N. Salnikov. It was summarized by Yuri Rylkin, a phycisist with the Tomsk Poltechnical Institure, in a paper presented at the International UFO Congress in Frankfut in October of 1989.

"The Dalnegorsk object," wrote Rylkin, "represents a plasma formation on the base of electromagnetical structure, called plasmoid, whose trajectory passed

base of electromagnetical structure, called plasmoid, whose trajectory passed over geological breaking and parallel to high-voltage electrotransmission line. It is supposed that this plasmoid absorbed selectively some chemical elements, for example, the noble and rare metals.

As Salnikov considers, such formations may be formed by litospherical waveguides, or may appear in anomalous stressed geophysical fields mear geological breakings."

Stil another hypothesis was offered by Yuri Platov, a senior researcher with the Institute if Earth Magnetism, Ionesphere and Radiowave Propagation of the USSR

Academy of Sciences and a noted UFO skeptic. Platov maintains that the Dalnegorsk phenomenon "in reality was connected with the conduct of a technical experiment."

I have seen no supportive evidence to back that assertion, however. Dvuzhilny responds that there were no rocket launches and no civilian or military traffic over Dalnegorsk on that night.

SIGHTINGS CONTINUE

Regardless of its ultimate origin, the crash on Hil 611 was only the beginning of an intense UFO flap in Dalnegorsk that continues to this day.

For instance, another report by Dvuzhilny indicates "on February 6, 1986, eight days after the UFO crash, there appeared from the north two yellow globes at 8:30 p.m.

They approached the crash spot, made four circles over it and disappeared with a flash."

By and large, however, the largest display of UFOs in the Dalnegorsk and Primorye areas occurred on the night of NOv. 28, 1987.

Again, according to one of Dvulzhiny's reports, "on Saturday November 28, 1987, 33

UFOs were flying at a low height over the Eastern coast of Primorye. Their flights took place between 9:10 pm and midnight. They were of different shape: cylinders, cigars, globes. They were flying over five regions and twelve settlements. None of the witnesses claimed they had seen UFOs. They thought they saw aircraft crashing. All were surprised to hear no noise."

Inquiries made by Dvuzhilny showed there had been no flights of civil or military aircraft at that time, and that no carrier-rockets had been launched from Soviet cosmodromes.

Moreover, continued Dvuzhilny, "the objects observed had nothing in common with the effects of rocket launching that are quite different. They were not like fireballs, ball lightning or plasmoids."

Further on, Dvuzhilny added that "out of the 33 UFOs, 13 flew over Dalnegorsk."

There were over 100 witnesses, including military personnel, militia (police), border guards and sailors, as well as all kinds of civilian workers, who were questioned by the Far Eastern Commission.

Finally, reports Dvuzhilny, "those objects caused a two-minute cutting-off of HF [high frequency] circuits of TV, telegraph and other appliances. Computers were cut off, their programs spoiled. All that was due to powerful electromagnetic fields of UFOs (cover, engines) reaching hundreds and thousands of KWs."

On the grounds of Annesley Hall in Nottinghamshire where the UFO crashed
1987 November 12: Mansfield, United Kingdom

Ashley Rye wrote to SKYWATCH the fol owing e-mail report concerning an event that occurred in the early hours of November 12, 1987, at Mansfield, Nottinghamshire, England, UK.

"On the night of November 12, 1987 a freak storm, or freak 'thunderbolt' damaged a number of properties in the Kirkby area, including one house that was almost destroyed. Mike West, who dealt with many of the insurance claims, wil verify that this was no ordinary meteorological phenomenon. He told local residents, "This just doesn't make any sense. Every claim that I've dealt with in the last 26 years has been logical and reasonable. . but this defies reason. It did not even travel in a straight line (as you would expect with a thunderbolt, fol owing the line of least resistance) It zigzagged across the sky, and people even saw it dive down over the hil s. . It's as if the whole area was blanketed with electromagnetic radiation." Effects were felt over a wide area. Mansfield residents were rudely awoken at 1:30 am by a sound 'like an explosion'.

Appropriately, perhaps, a few were immersed in an old war movie, The Battle of Britain, on TV, which by bizarre coincidence had just reached the point where German bombers were dropping their payload on a British aerodrome. During the explosion, lights reportedly switched on by themselves, while others which were already on exploded.

Some TV aerials split in two. Forty insurance claims were made in one street for Video and TV equipment damaged by the 'thunderbolt'.

A local Video and TV repairman working late at home that evening reported that the lights suddenly dimmed and light bulbs started to pop in the house; furthermore, the electrical 'trip switch' blew and next day he was inundated with phone calls from individuals whose equipment had been damaged.

Some suggested ball lightening was the cause of all this, but one old lady saw it flying straight towards her house, looping, double-looping, and performing other maneuvers.

Another man watching from a distance described how the sky suddenly became

bright red.

The explosion was heard and felt over an area of 7-8 square miles, throwing some people out of bed, somewhat more energy than is required for a standard manifestation of ball lightning, one is tempted to conclude. Mike West has dealt with numerous claims related to ball lightning and thunderbolt damage, but has never encountered anything to compare with this event. Newspaper headlines described how lightning had struck one house, demolishing its gable end.

Residents witnessed an object zigzagging very slowly over Mansfield, making a whining noise as if it were in trouble.

Two more objects were subsequently observed coming down near Blidworth, close to Sherwood Forest. According to the insurance claims objects came from three different directions and col ided in mid-air just south of Mansfield.

The UFO's were reportedly heading towards Kirkby when one of them seemed to encounter difficulty, apparently losing power and coming down in a large wood near Blidworth. It appeared to 'bounce' on impact, releasing a tremendous shockwave. One report suggested that one object was a craft in trouble and the other two could have been missiles.

Numerous persons reported structural damage to their property. Powerlines col apsed.

Curiously, meteorological reports confirmed that there was neither cloud, wind, rain nor lightning active that night, resulting in a number of property damage claims not being met, in spite of investigation.

Other witnesses spoke of a stil and cloudless night. Eyewitnesses describe a number of balls of white light streaking to the UFO as it descended, near Annesley Hall which stands on private grounds, hampering attempts to obtain further information.

At 2:15 am seven military helicopters, including what appeared to be troop-carrying Chinook surrounded by Gazelles and Lynnxs flew in at low speed scanning the area with search lights, over Normanton, Sutton-In-Ashfield, and Kirkby. The police subsequently cordoned off the impact site and erected road blocks that remained for several days.

blocks that remained for several days.

Trees at the site are stil badly incinerated and many marked for removal. The army remained at the impact site for 3-4 days.

The first impact of the object, before it bounced, caused a raging conflagration which burned some trees down, and caused others to burn on the opposite side of their trunks from the fire. Damage left in the wood was calculated to have been made by an object approximately 60 ft across, confirmed visually by one witness. The trees were oddly bent from the base to a height of six feet and further. In microwave-like fashion pine cones were burnt from the inside out.

The day after the incident heavy military lorries arrived at the site. Armed guards were posted to prevent access, Government officials and spotter planes were seen. At the first impact site top soil was then found to have been removed down to a level of about 9 inches. This was replaced with clay and covered with new top soil; new pines and silver birch were planted".

This report is extremely interesting from a number of angles, especially as it involves intense electrical activity and nighttime light emission phenomenon. The sightings of actual "objects" need to be treated with caution as (in common with most night time observations) it is highly likely that only light emission was actually observed and thus the object or mass was assumed to be present behind the visible light - and this may, or may not, be the true situation.

This Mansfield event may represent either a secret military test of an advanced propulsion system gone horribly wrong, or a similar night time flight of three such operational craft, or a true alien UFO accident scenario, or perhaps it consisted of three separate Tesla ray/wave plasma EM slugs ("three objects coming from different directions and col iding") being transmitted to one target point where mutual interference released an EM pulse (similar in character to a nuclear EMP blast.) The "number of balls of white light streaking to the object as it descended" could be observers describing a dielectric Earth EMP effect blasting up (toward ?) the incoming EM pulse - similar to those seen in several early film recordings of nuclear blasts where a multitude of white lights streak upwards curving around the central fireball plasma -

looking like rockets - but actually consisting of induced EM energy slugs

derived from the Earth's own dielectric field by the sudden massive EM field in the nuclear blasts plasma fireball. It is this mechanism that actually creates a nuclear blast's EM pulse (EMP) and causes widespread regional damage to unshielded electrical systems.

If the later postulated EMP cause is correct for the Mansfield incident it is a perfect example of a defocused EM weapons strike. Perhaps a UK test? or more likely a Russian test? - designed to ascertain if UK authorities would recognize the technology and react

- it being quite probable that the UK defense units would not know what had actual y taken place.

The subsequent high level UK military activity at the Mansfield site demonstrates a very strong interest in this type of event - so someone at least was on the ball - in sharp contrast to the Australian authorities who appear to be adopting an Ostrich type approach.

Such zigzag or angular sine wave type fireball/lights have been quite commonly observed in the skies over the Kimberley region of Northern Australia in recent years. These events appear to be mega scale examples of oscilloscope type action with the moving EM energy light slug being control ed by electrostatic wave grids in the atmosphere/ionosphere.

On investigation, however, it soon became apparent that this incident had not been caused by a "freak thunderbolt," nor by any other type of natural phenomenon. Indeed, many people reported seeing at least one UFO (some claimed three)!

Years after the event both Andrew Emerson and Dominic Beglin, local UFO

researchers, remained convinced that the incident provoked one of Britain's biggest ever military UFO cover-ups. Here’s more:

Residents reported seeing an object travelling very slowly in a zigzag manner over Mansfield, It was said to be making a "strange whiny noise, as though it was in some sort of trouble." While later two more objects were observed coming from the direction of Blidworth, near Sherwood Forest. This was confirmed by some of the insurance claims, which reported objects coming from three different directions and "colliding in midair"

just south of Mansfield.

According to several witness reports, the objects were seen heading towards Kirkby-in-Ashfield when one of them seemed to encounter some kind of difficulty. The UFO then lost power and came down in a large wood near Blidworth. The downed craft appeared to "bounce" on impact, it was said, creating a violent shock wave that virtually destroyed an entire wood. One report even said that, of the three UFOs, one resembled some kind of craft in difficulty while the other two "could have been missiles."

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Indeed, further investigation found that several eyewitnesses observed a number of

"bal s of white light" converging on the UFO as it came down, reminding one of similar eyewitness statements concerning the fate of the TWA 800 transatlantic flight that

"blew up" in midair off Long Island, USA in 1996. And then again of the film footage shot from the STS-48 NASA Space Shuttle of a UFO inside Earth's orbit forced to take evasive action against what appears to have been a missile fired at it from Earth. (In this respect one has to ask: Could these "balls of white light" have been "missiles?" And if so: Who fired them? (Or I would suggest some kind of "Star Wars death ray or plasma gun rather than a conventional missile.)

The unidentified craft then "disappeared into the woods," "exploded" on impact, and seemingly "bounced" to a second site where the wreckage finally came to rest at a place known as The Warren, a large wooded area near the privately owned Annesley Hall in Nottinghamshire. Within hours the entire area had been sealed off by police and the military.

Where the UFO had first impacted – and seemingly "bounced" – an intense fire ensued, and the local fire brigade were called in to deal with the blaze. Many trees were burnt down, while others turned to carbon; many remaining trees are stil badly burnt to this day.

When Andrew and Dominic finally investigated the crash site – along with a number of science col eagues – they contended that microwaves might indeed have been the cause of such intense burning, and suggested that the unknown

craft had perhaps been powered by some form of electromagnetic propulsion. The team further calculated that, from the damage left in the wood, the craft would have had a diameter of about sixty feet (this was later confirmed by one eyewitness in particular, who saw the UFO flying low over his house and then coming down in the woods.) They also noticed a curious bend in many of the trees left standing – the trees seem to be bent from the base up to a height of approximately six feet, sometimes a little more, as though they had been

"melted" in the intense heat. A rational explanation for this phenomenon has yet to be offered.

The day after the incident it was reported that "Army jeeps" and "heavy military lorries"

arrived at the crash site, as Andrew said, "probably to clear up the wreckage." To add to this, armed guards were posted to prevent access to the area, while mysterious dark-suited government officials began asking questions of eyewitnesses, in some instances issuing threats and warning them not to say anything about the incident in public. The man who owned the house that had been "virtually demolished," for example, found a covering of "metallic dust" on the trees in his garden fol owing the incident. The dust remained for up to three weeks.

Two days after announcing his find, two government officials from the DScI (Department of Scientific Intelligence) made themselves known. "The government officials came up from the DScI," Andrew said, "and they took samples of this substance and also threatened this gentleman, tel ing him to keep quiet about what he knew. This chap had later suffered further threats from an unknown source, mainly by telephone."

Clearly angered by this whole affair, this man attempted to drive to the crash site in order to ask a few questions for himself. As he parked his car in a neighboring lay-by, however, he was converged on by four police patrol cars and arrested. He was then taken to the local police station where he was told in no uncertain terms to keep away from the area.

He was also told not to talk to anyone about what had happened or he would be prosecuted for "making obscene phone calls." This man has since refused to talk

to anybody about the incident. Which is a shame. It is alleged that he took color photographs of the UFO as it approached his house, only seconds before it crashed, and it is claimed that these photographs are now the possession of the Defense Intelligence Staff. Plus, a number of other eyewitnesses had suffered similar threats 1988: Mt. Orab, OH (Brown County)

Supposedly, '3-female aliens were recovered from the landing or wreckage, which was on property owned by an Indian, who was relocated to Virginia or North Carolina after the event as the farm property was purchased and retained by the federal government.

Supposedly, his identity was changed by a federal witness relocation program. Prior to his relocation, he worked for a postal service in Clermont or Brown County.

Information was provided by one witness who worked at a service station in the area that was supposedly involved, and also from a separate source several years beforehand regarding a 'war' which took place between fire and police department officials from Clermont/Brown Counties and UFO occupants around this same time period.

This information was conveyed from a volunteer fire-officer with the Bethel-Tate Fire Department (Clermont County) sometime around 1989, which - as weird as it sounds -

involved some sort of low-level conflict or weapons exchange between UFO occupants and fire/police department personnel. According to the contact, there were some casualties on both sides before the military arrived in several jeeps and a truck which had tank-like treads. The 'flying saucer' which had landed or crashed was picked up by a

cherry-picker crane and loaded onto a flatbed truck/trailer and hauled off. Is all this for real? Well, rumors had been circulating for several years regarding this supposed 'war'

The other witness, who worked at the service station, claimed to have acquired wreckage from the crash and kept the material stored in a safety-deposit box somewhere in Kentucky.

1988 November 21: Gulf Islands National

Seashore, Florida

This is the possible date and location of the downing of the craft that had been publicized. This was when some teenagers were told by Air Force personnel to leave the Seashore because there was an incident in progress.

Another possible date was in August 1988, when the Joint Chiefs of Staff met at Pensacola Naval Air Station, and were escorted into a hangar that was under extremely high security and temporarily air conditioned.

According to information that was made available, the craft was brought down in the Gulf Breeze area of Florida, near to Eglin Air Force Base (named in Aviation Week and Space Technology as the leading

USAF Non-Lethal Weapons

research installation).

Researchers have since

discovered a Phased Array

Radar system guarded by

sentries less than a mile from

where it was claimed to have

been shot down.

Other equipment, identified as

a Directed Electro-Magnetic

Pulse device, was photographed at the base, and when photographs were shown at a talk in California, a gentleman came forward who claimed to have designed it. He confirmed it was a Directed EMP. It is rumored that both Phased Array Radar systems and Directed EMP devices have been used by the US military in the past to bring down alien craft.

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Note: The AN/FPS-85 (a computer-controlled, phased-array radar) searches, detects, identifies, and tracks satellites and other space objects. Built in the 1960s, this unique, high-power radar is located at Eglin Air Force Base in Florida. The radar incorporates separate transmitter and receiver arrays operating at 442 MHz. The Transmitter Array System comprises 5,184 radar transmitter units arranged in a 72-square matrix. Each radar transmitter unit delivers nearly 10 kilowatts of peak power into a dipole antenna yielding a collective beam peak power of more than 30 Megawatts.

1989 May 7, 1.45pm: Kalahari Desert, Botswana

The fol owing are several accounts of the reported downing of an ET craft in Southern Africa in 1989.

Lending credence to these reports is the fact that when a wel -known European UFO

investigator arrived in the U.S. for a lecture tour, he was met by two US security agents who instructed him not to discuss this incident during his lectures.

Researcher Michael Hesseman also postulates that the film that was leaked to the public in 1997 of the "Alien Interview" at Area S4 in fact shows one of the ET survivors from this crash being interrogated. The anonymous interviewee "Victor" in the video asserts that the interview took place in 1989.

In 1989, according to former South African Air Force Colonel JAMES VAN GRUNEN, an Extra-Terrestrial Spacecraft was brought to Wright- Patterson from South Africa.

In May of 1989 NORAD tracked several objects of unknown origin heading toward Africa. South African Air Force Command was alerted and a Mirage Fighter was sent up to intercept the Objects. One of these crafts was shot down. The S.A.A.F. later recovered a disc-shaped object with strange markings on it, three non-human creatures (1 dead, 1 severely injured and 1 in perfect shape) and removed this material to Pretoria A.F.B.

Unable to cope with the creatures or material, these were later traded to the U.S.

Government for two nuclear devices (unspecified) and brought, through a third nation, to Wright- Patterson AFB. Sources there have said the story is true.

The Air Forces of the U.S. and S.A. have had NO COMMENT on this case except to say that "No objects of unknown origin were tracked by NORAD at that time.. " But, NORAD says they tracked over 10.000 objects of unknown origin during 1989 and many during that time.

1989 May 7: South Africa

The naval frigate "SA Tafalberg" radioed Cape Town naval HQ to report a UFO that had appeared on radar scopes heading toward the African continent in a north westerly direction at a calculated speed of 5746 nautical miles per hour!

Naval HQ acknowledged and confirmed that object was also tracked by airborne radar, military ground radar installations and DF Halan International airport at Cape Town.

The object entered South African air space at 13h52 GMT. Radio contact was attempted with object, but all communications proved futile. Valhalla Air Force Base was notified and 2 armed Mirage MIG fighters were scrambled.

The object suddenly changed course at great speed which would be impossible for military aircraft to duplicate. At 13h59 GMT squadron leader Goomen reported radar and visual confirmation of the object. The order was given to arm and fire the experimental aircraft mounted Thor 2 laser cannon at object, this was done.

Squadron leader Goomen reported several blinding flashes emanated from the object.

The object started wavering whilst stil heading in a northerly direction. At 14h02 GMT

it was reported that object was decreasing altitude at a rate of 3000 feet per minute then at great speed it dived at an angle of 25 degrees and impacted in desert terrain 80km north of South African border with Botswana identified as the central Kalahari Desert.

Squadron leader Goomen was instructed to circle the area until retrieval of the object was complete. A team of Air Force intelligence officers, together with medical and technical staff were promptly taken to area of impact for investigation and retrieval of the object.

The findings were as fol ows,

1) a crater 150 metres in diameter and 12 meters in depth.

2) a silver colored disc shaped object 45 degrees embedded inside of crater.

3) around object sand and rocks were fused together by the intense heat.

4) an intense magnetic and radioactive environment around the object resulted in electronic failure in Air Force equipment.

5) it was suggested by team leader that object be moved to a classified Air Force Base for further investigation and this was done. the terrain of impact was fil ed in with sand and rubble to disguise all evidence of this event having ever taken place

place.

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Craft Specifications:

The fol owing are specifications as indicated by preliminary investigation at classified Air Force Base.

type of craft**** unknown suspected extraterrestrial.

origin***** unknown suspected extraterrestrial.

identifiable markings*** none, curious insignia forged into metal on side of craft.

dimensions length 20 yards approx

height 9.5 yards approx

weight 50.000 kilograms estimated.

material of construction unknown pending further laboratory results.

outer surface of object flawless polished smooth silver color. No visible seams noted inside or on outer surface of craft. Perimeter showed 12 unevenly spaced flush with outer surface oval shaped portholes.

source of propulsion, unknown pending laboratory results.

NOTES:

A hydraulic type landing gear was fully deployed suggesting that electronic malfunction caused object to crash. This may have been due also to Thor 2 laser cannon being fired at craft. While the investigating teams observed the object at classified AFB, a loud sound was heard. It was them noted that a hatch or entrance on lower side of craft had opened slightly. This opening was later pried open with heavy mechanical gear. Two humanoid entities clothed in tight fitting gray suits emerged and were promptly taken to makeshift medical center level 6 of classified AFB. Various objects taken from inside of craft for analysis. The craft has been placed in a sterile environment.

MEDICAL REPORT ON HUMANOID ENTITIES:

Origin unknown, suspected extraterrestrial

height 4-4.5 ft complexion grayish blue - skin texture smooth extremely resilient. Hair totally devoid of any bodily hair. Head oversize in relation to human proportions raised cranium area with dark blue markings extended around head. Face prominent cheek bones eyes large and slanted upwards towards side of face, no pupils seen. Nose smal consisting of two nostrils, mouth smal slit devoid of lips, jaw wide in relation to human jaw, ears none seen. Neck very thin in relation to humans. Body, arms long and thin reaching just above knees. Hands consisting of 3 digits webbed, claw like nails. Torso Page 106

chest and abdomen covered in scaled ribbed skin, hips smal , narrow. Legs short and thin. Genitals no exterior sexual organs. Feet consisting of 3 toes, no nails and webbed.

NOTES:

Due to aggressive nature of the humanoids no samples of blood or tissue could be taken. When offered various foods, they refused to eat. Method of communication is not known and suspect telepathic. Humanoids are kept in detention at classified AFB

awaiting further results of investigation. One-way passage has been requested for both humanoids to Wright Patterson air force base in the United States. For more advanced investigation and research. Date of passage to Wright Patterson AFB 23 June 1989. This information has come via very good source. The initial info re this case came from South African intelligence sources by a person inside the intelligence network who provided this information. This had come from BOSS (bureau of state security) in Pretoria S.A.

THE SOUTH AFRICAN CRASH WAS KNOWN AS PROJECT " BLACK HORSE"

1989 August 10: Prohladnyi, Russia

Soviet military radar units detected an unidentified flying object. After attempts to communicate went unanswered, the object was noted as "hostile."

Defense systems were put on alert, with utilization of surface to air missiles, and

Defense systems were put on alert, with utilization of surface to air missiles, and the deployment of Mig-25s. Blasting out of Rostov and Krymsk, the Migs were ordered to intercept and identify the unknown object.

The UFO was on a north heading, like foreign missiles or planes would be, and the order was given to arm and use weapons. A ground to air missile hit the UFO, causing it to ditch over the Caucasian Mountains.

A retrieval team on board an M1-8 helicopter was sent, and the disc-shaped object was located outside of Nizhnizy Chegem, and the area around the crash site was soon cordoned off. The object was 6.9 meters long and 3.0 meters high, shaped like a cockleshell, according to witnesses.

A long rut in the earth could be seen leading to the craft, which had smashed into an area of rocks. The damage from the missile was obvious, causing the object to lose its original shape. A team with special protective equipment moved into the scene.

Dosimeters detected radiation, and precautionary measures were immediately taken, but not before some team members had been exposed.

The object was delivered by helicopter to Mozdok Air Base, where nuclear weapons and long range bombers were housed.

A special investigative team was assembled, and sent to the base to begin an investigation into the mysteries of the unknown flying object. This team consisted of military and civilian personnel. The KGB began a cover-up operation.

The craft research team gained entry into the craft via a partially opened door. The team was in full protective gear as they began their investigation of the inside of the craft. As one would expect, control panels and equipment were visible, but more importantly, three alien creatures, two dead were found.

The two dead aliens had apparently been kil ed by falling equipment, but although the third managed to save itself, was suffering from several wounds. A medical team attempted to keep the alien alive, but their efforts failed.

He and his two companions were about 1.0-1.2 meters tall, with whitish gray

skin that appeared to be outer cover. The real skin beneath this cover was a blue-green color with a reptilian texture. The other worldly beings also had hairless heads, large black eyes, almost round, which were covered by a protective lid. Three web fingers were at the end of their long, slender arms.

The three dead aliens were preserved in glass containers in a top-secret underground facility. This secret location is allegedly hidden among the multitude of trees near the research center east of Solnechnogorsk. The damaged disc was taken to the Kapustin Yar range and placed underground west of Ahryomkin.

This information came from three Russian investigators; Anton Anfalov, Lenura Azizova and Alexander Mosolov. They claim that the disc is stil housed near Kapustin Yar.

1989 September 16: Battle of Flying Saucers

over Zaostrovka, Russia

Well known Russian UFO investigator Nikolay Subbotin relates an amazing story of a battle of flying saucers. This incident allegedly took place in the skies of Zaostrovka, in Russia in 1989.

On September 16, six round, silver, flying saucers ganged up and fought a seventh, golden saucer, in full view of the residents of the town and surrounding areas.

Hundreds of witnesses watched the gang of six chase the golden saucer out of a cloud bank.

All of the saucers made unbelievable maneuvers during this dog fight, and at times, the UFOs flew as low as 5,000 feet. The weapon of choice was a strong beam of light or energy fired at and from the escaping golden UFO.

An account of this event was published in the local newspaper, "Semipalatinsk."

According to this report, written by a Russian helicopter commander in the Afghan war, the energy emitted during this battle shut down the local power grid in Zaostrovka, plunging the city into total darkness for a time.

in Zaostrovka, plunging the city into total darkness for a time.

The author, named Sichenko, interviewed witnesses of the event, publishing many of their fantastic accounts of the events that day.

The witnesses claimed that the outnumbered golden UFO finally was defeated, losing altitude due to the continued hits by the energy beams. The failing saucer at first seemed to be attempting to make a control ed landing, but eventually it lost control, disappearing from view behind a house as it plunged to the ground.

The six assaulting saucers soon disappeared from view, heading into the clouds.

Subbotin discovered that the lost saucer had crashed into a bog on a military test range.

This area was "off limits" to the general public. It would be about a year before he and accompanying researchers could reach the site of the crash, but by that time, the area was clean, free of any trace of a crashed vehicle.

Subbotin would eventually learn that a military team had descended on the boggy area, and conducted a full search and rescue operation. There were reported injuries during this operation. Russian Ufologist Emil Bachurin was able to see medical files which confirmed details of injuries to military personnel involved in the mission.

It would be reported that several members of the search and rescue team had leaked information about the operation, but their breach of confidence was discovered, and security was made even tighter.

Also, an airplane attempting to fly over the area and gather details about the crash had to abort its mission because of instrument malfunction.

Eventually, all activities at the military range were shut down, and the base put under heavy guard. This case is very similar to another Russian case, the Shaitan Mazar Crash, (1991 August 28) which also involved Subbotin and Bachurin.

1989 September 28: Smith's Point Beach, Moriches

Bay, Long Island, New York

PRESS RELEASE Issued in November 1989:

The Long Island UFO Network, Inc., a non-profit research organization based on Long Island, announces to the media of the Metropolitan area and the Nation that we have evidence that on September 28, 1989 the United States Armed Forces attempted to recover a disabled, or landed UFO. The incident occurred on the Dune Area of Smith's Point Beach near the entrance to the Moriches Bay.

Military and Suffolk County Police Helicopters were involved in an apparent attempt to monitor the craft on the Beach. A second object estimated to be 574 feet to a thousand feet long was observed hovering over the Bay. It was composed of six tremendously large lights.

The helicopters (six involved) were composed of four military helicopters and two Suffolk County Police Helicopters. These helicopters surrounded the large object (commonly referred to as a mother ship) in a circular rotation passing around this object in a counter clockwise flight, the helicopters would then fly over the second downed object in the dunes.

As this maneuver was completed, the area would be il uminated by the helicopters searchlights in an attempt to il uminate what was on the ground.

Long Island UFO Network, Inc. has interviewed the eyewitnesses to this event. The family lives in Center Noriches Long Island. The husband, wife, and their adult son observed the large object from their backyard in response to military helicopter overflights of their home.

The husband and son drove to the Union Ave. dock and for two and a half hours

observed the operation.

The witnesses described the operation to LIUFON investigators under the provision their identities and address be held in the strictest confidentiality. For their protection they were interviewed on tape under fictitious identities and addresses. The husband's taped interview is available to the media for examination with permission of the witness.

The case is under further investigation by LIUFON investigators. As more information develops it wil be released to the media. The case wil be discussed at our forthcoming conference on October 29th in Middle Island, NY at the Artist Lake Condominium Center.

There exist 48 photographs of this occurrence taken by the eyewitnesses. They have been impounded by LIUFON for scientific evaluation. As soon as tests are finished they wil be presented to the public on the Joel Martin Cable TV Show on cablevision at a date to be announced. We call upon the FAA, Suffolk County Police and the United States Government to comment on this. Did they have UFO's over Moriches Bay on Sept. 28, 1989 between 8:45 P.M. to 11:30 P.M. and were they monitoring it? LIUFON

demands to know, the public demands to know and the World demands to know.

The Long Island UFO Network has publicly stated since October 1995, that a major UFO incident occurred over Moriches Bay off the South Shore of Long Island. At the time, this body of water and its adjoining communities were experiencing the highest volume of UFO activity reported in Suffolk County.

Its founder, John Ford, maintains that the United States Government, through the actions of its armed forces and intel igence community, intercepted and retrieved an alien spacecraft from Moriches Bay on 28 September 1989. He also claimed the action was a carefully planned and executed operation meticulously formulated some six months in advance.

The purpose of this action was to bring down an alien spacecraft, described as a triangular wedge-shaped craft measuring some 574ft across at its widest point. This was to enable the United States to retrieve its technology and propulsion drive system.

A STEP BACK IN TIME

Beginning in 1982, the counties of Orange, Putnam, Rockland, Duchess and Westchester in this up-state region were inundated with some 5,000 reports of large boomerang-shaped flying objects.

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Some of the early 1983 reports recorded low altitude observations made both at night and by day. One object 'buzzed' hundreds of witnesses over major parks and highways.

Descriptions of these objects varied from a large boomerang-shape illuminated by intense lights, to a large object which displayed a circle pattern of lights on its underside fol owed by a single point of light on its outermost extension.

On 24 July 1984, a man and his wife videotaped a large object outside their home in New York which showed a circular light formation from an unknown object.

Subsequent analysis of the footage revealed a dark mass behind the formation. On 14

June 1986, a cross-shaped UFO was videotaped by a New York resident and declared genuine by the Long Island group.

On reading reports of the UFO 'wave' John Ford decided to launch the Long Island UFO

Network with his friend and associate Richard Stout. Both men were familiar with the UFO situation at that time and spent a year trying to discover the cause of mysterious sky-flashes and sky-quakes effecting the up-state region.

In October 1987, Stout, in his capacity as a Road Site Inspector for the town of Brookhaven, came across the mutilated remains of a young heifer on Long Island. The precise, almost surgical wounds matched those of other animals whose deaths had been widely reported elsewhere in the United States, predominantly by journalist Linda Moulton Howe.

Confirmation that this was of the same ilk came from an investigator of the Suffolk County District Attorney's office who stopped to question Stout and ask what he was doing there. The man confirmed that his office was looking into the matter.

matter.

Through late January and early February of 1988, Suffolk's South Shore witnessed strange mutilations of dogs, cat, sheep, deer, goats and cows. Reports flooded in of mutilated animals that had been drained of blood.

John Ford discovered that the Federal Government, with the assistance of government scientists, the FBI and local police officers, were acting as one with the District Attorney's office in determining the likely cause of the mutilations. Shortly after, the 42nd Aviation Battalion, New York State National Guard, began holding night exercises in areas where mutilations and UFO activity had been reported.

In the summer of 1982, a wel -known psychiatrist and his wife were fol owed in their car by a luminous oval-shaped object. On 26 December 1982, a woman reported observing a large object over her house. It was so big she couldn't see the end of it. She claimed to have seen metal plates and rivets. Around that time, Stout and family member observed Page 112

a large oval-shaped object over Moriches Bay il uminated by three amber lights. He alleged it was chased into a cloud by an USAF C-130 aircraft.

(I must interject here; I don’t believe any self-respecting aliens would be flying around in a craft made of metal plates riveted together! It wouldn’t be able to pass through the upper atmosphere without burning up. So either they were mistaken in their observation or there is some other explanation, like being from an earthly location that didn’t have access to the latest UFO designs and blueprints? -Gil) Throughout 1983-84, numerous UFO reports were made of an object seen near Shoreham Nuclear Power Station. On 13 August 1995, a large circular object 'buzzed'

Port Washington displaying multi-faceted light patterns. The "domed saucer" was estimated to be some 2,000ft in diameter and caused a minor panic as it floated away over Main Street and out over the bay.

Some of the incidents led to electric generating system disturbances. In September 1986, a dark object hovered over a pick-up truck, completely immobilizing the vehicles electrics. Homes in central Moriches experienced total power failures.

On 27 December 1987, a large oval-shaped object with six amber lights zig-

On 27 December 1987, a large oval-shaped object with six amber lights zig-zagged down a main highway. Motorists were able to keep pace with the object because of its slow speed and low altitude.

On 13 September 1987, a 36ft diameter oval-shaped object was seen to land adjacent to a farmhouse by the owner's son. Then, on 24 January 1989, LIUFON researchers received reports of further landings. A team spent some time at a farm where circular trace marks had been left in the ground. In the inner part of the circle, grass chlorophyll had been destroyed and tests offered no natural explanation as to the cause. Chemicals were also ruled out.

Soil in the immediate vicinity revealed very low levels of nutrients and once again no explanation was forthcoming after tests. The investigating team suspected that members of the farming family might have experienced some form of abduction experience - if that were true, the 'visitors' would be back.

The team positioned photo-electric cells around the family's living quarters. Sometime later a 32ft diameter oval-shaped object attempted to land on the grounds of the farm.

This triggered the alarms and awoke the family who saw the craft. This incident was independently witnessed by a person across the road from the farmer's property.

During 1988, John Ford and his col eagues responded to countless reports from worried parents whose children kept seeing 'monsters' in their bedroom late at night.

Tests in some of the homes revealed unusual levels of low intensity radiation and Page 113

magnetic anomalies. When questioned, children described and drew some of the

'monsters' - in every case they were grey-skinned creatures with big, black eyes.

As abduction reports increased beyond the average, so too did sightings of military helicopter activity in Long Island itself.

"THIS WILL BLOW YOUR MINDS"

That's how John Ford prepared his col eagues before relating what took place at

a meeting he claimed to have had with a scientist from Brookhaven Laboratory during the height of the UFO 'wave'.

According to Ford, the scientist confided that he and his col eagues at Brookhaven were aware that 'we' (the Earth) were being watched from the sky.

"But," said the scientists, "the US Government was watching 'them'."

The man claimed to Ford that the United States had the ability through its array of orbiting satel ites to 'read' the propulsion system of these unknown craft and track them.

LEAD-UP TO THE EVENT

On Sunday, 24 September 1989, Bruce and Martha Richardson were in their cabin cruiser moored in the Moriches Bay Yacht Centre when they saw a flight of dark green

'Huey' US Army helicopters approach from the east.

As they roared over the bay they formed a single line formation and then began to fly in a counter-clockwise flight rotation around the bay and over the dune area of Smiths Point Beach. This lasted for approximately one hour before the helicopters left the area in a westerly heading.

The local Government of Suffolk County, New York, through the office of the County Executive, announced in late August 1989 that the Smiths Point Beach County Camp grounds would be closed early.

They explained their reasons for the closure, the first of its kind in 18 years, was due to purely financial considerations in what had been a crisis Budgetary year for the County.

Campers and surfers who would normal y have kept the beaches open until late October in what was a cheap Autumn break, were not amused. Their anger was reflected in local newspapers throughout Suffolk County - to no avail. There would be no campers or surfers present on the night of 28 September 1989 to witness events unfold in Moriches Bay.

THE WEST HAMPTON AIR NATIONAL GUARD FACILITY

That year, NASA was set to resume launches of the Space Shuttle in the wake of the il -

fated Challenger disaster. All of the United States news media had reported on the unique training undertaken at West Hampton by the New York National Guard Air/Sea Rescue Unit based at West Hampton.

A major contract had been awarded by NASA to this unit to perform the function of rescuing Shuttle astronauts in the event their craft went down off the East Coast (Moriches Bay) area. It was major news for Long Island residents and television pictures of the unit training at sea were screened across the country.

Richard Stout, co-founder of the Long Island UFO Network, lived in Centre Moriches, some twelve blocks from the bay. When the organization was formed, members invested in several thousand dollars of research tools. They acquired low-light photographic and video equipment, along with telephoto lenses. Early that September, his home was burglarized and all the equipment was stolen. The thief has never been caught.

A NIGHT TO REMEMBER

On the evening of 28 September 1989, residents within a twelve block radius of Moriches Bay reported that cable TV and electricity supplies were periodically failing.

No satisfactory explanation has ever been provided to explain the power loss.

Some residents then saw strange lights over the bay which at first they took to be parachute flares dropped by the military on some sort of exercise. Only when the flares continued to hover and refused to descend into the waters below did they realize that they belonged to something else.

Kings Park - Long Island - 5.30pm

Mrs. McLaughlin was a young housewife with two young boys and with her husband lived in the Kings Park area of Suffolk County.

That afternoon the boys had returned from school and were watching TV in the den

den.

Mrs. McLaughlin was preparing dinner and cleaning up around the house when she suddenly heard the boys cal out and ask her to come to the back window.

Seemingly, one of the youngsters had seen two large objects hovering in the sky outside and had cal ed his brother to come and look. They watched the objects for some time before shouting for their mother to join them. Mrs. McLaughlin joined her sons at the window and was amazed by the sight of two large objects that appeared to just hang motionless in the sky.

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She later told LIUFON investigators that she remained baffled by what she saw. The objects were approximately one-and-a-half miles away, very large and triangular in shape. She couldn't see any engines, wings, lights or windows, but their surface appeared jet black and smooth.

Interestingly, she said that during the observation, one of the objects had moved closer to the other craft, but achieved this at "staggering" speed - in no more than a second.

Interstate Highway - Long Island - 7.10pm

At exactly 7.10pm a young aerospace engineer in Long Island reported seeing a half-circle of very bright amber lights some distance away. Watching through binoculars, he was convinced he saw a large structure connected to the lights. After watching it hover for several minutes, it later moved off slowly in a northerly direction.

Shortly after and some thirty miles to the north, motorists driving on the Interstate Highway watched a "large dark mass with six to eight very bright amber lights" moving overhead. Witnesses said later that the object made no sound and was larger than a football field.

Calverton - Long Island - 8.00pm

Mrs. 'P.G.' and her fifteen-year-old son were driving home on the Long Island Expressway after visiting friends in the Calverton area. This adjoins farmland and woods that stretch out among the urban sprawl.

As they travelled east both noticed six very bright amber lights, much bigger than car headlights, close to a nearby field but suspended in the sky. As the road took them closer she saw the lights belonged to a very large triangular-shaped craft that was silhouetted against the night sky. She said the craft was as big as two football fields but assumed it was some sort of experimental aircraft from the nearby Calverton test facility.

Hartford International Airport - 8.10pm

UFO reports then began to emanate from the Hartford area and at 8.10pm, workers at Hartford International Airport observed a large boomerang-shaped object hovering above an unused tarmac area of the airfield.

As they watched in disbelief, they saw a blue beam of light come from the object and strike the ground beneath where it maintained its position and bril iance. All were then stunned to see "five creatures" glide down the beam to the ground. Reportedly, some of the airport workers chased the creatures but the beam lifted them back to safety.

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One of the eye-witnesses later spoke with Phil Imbrogno of LIUFON about the incident, but only on the strict understanding that his identity would remain totally confidential.

He said that he and the rest of those workers who had seen everything had been warned by officials from the Federal Aviation Authority to keep totally silent. The man said that the object was "boomerang-shaped", larger than a football field and had six amber lights.

Moriches Bay - 8.45pm

Paul Peterson was watching television when he suddenly noticed some strange amber lights through his French windows overlooking Moriches Bay. They gradual y appeared in sequence, from one to six, and were unnaturally bril iant as they il uminated the night sky.

He then heard a loud noise above his home so went outdoors to see a number of large, dark green Sikorsky helicopters in formation flying low over some trees in an arc before heading out over the bay in the direction of the lights.

Paul was quickly joined by his wife to watch the spectacle. They estimated each of the six amber lights to be approximately 60 - 80ft across. After a couple of minutes, Paul dashed indoors to grab his camcorder to record the event. However, because of the bril iance of the lights he had difficulty in focusing, but needed to be sure he was recording something. He rushed back inside once again and routed the camcorder through his VCR to 'play-back' mode. He was stunned when the TV flickered into life and the strange amber lights were totally absent from the screen - the only thing that had been recorded was the sound of helicopters.

Not to be outdone, Paul dug out his instamatic camera and a spare rol of film and with his son, drove to the dock side a short distance away. His wife was too nervous to accompany them.

When they reached the dock side, father and son saw a pair of amber lights hovering 50

- 100ft above the water some 300 yards away from the shore. Before long, the lights became six in number, their bril iance il uminating the whole bay. A searchlight from a Suffolk County Police helicopter then appeared and it was quickly joined by the Sikorsky's.

Then the stunned witnesses saw an intense bluish/white light that lit up the beach and sand dunes near the Moriches Inlet. The circling helicopters moved towards this area and seemed to paying particular attention to what appeared to be some kind of Page 117

structure behind the light source. At one stage, this light became so intense that Paul and his son had to look away. Throughout this period of time, Moriches Bay was rocked by a strange and powerful wind.

From 11.15pm everything suddenly went quiet and the lights disappeared. Ten minutes later though the lights and helicopters reappeared over the bay. They remained visible until midnight, when everything went quiet again.

Unknown to Paul, another family nearby had watched the event in its entirety, but with one important difference. Because of their vantage point, they had made out two huge triangular-shaped objects hovering over the bay. They said each was the size of an airliner, but performed aerial maneuvers beyond the capability of any aircraft known to them.

Paul is a former Vietnam Airborne Ranger with combat experience. He told investigators that the lights were not flares and remains convinced that he and his son were witnesses to a UFO incident.

Drug Enforcement Administration Nassau / Suffolk County Line - 9.00pm The West Hampton Air Guard facility alerted the Drug Enforcement Agency (DEA) they had a large unidentified aircraft on their scope over Moriches Bay. Fearing the unregistered flight pointed to a drug smuggling operation, they requested a special DEA intercept team of agents be dispatched from Manhattan to investigate.

A helicopter took off carrying a heavily armed team of agents with instructions that once located, the suspicious aircraft should be ordered to land at Brookhaven Airport for inspection.

As the helicopter approached the Nassau / Suffolk County border, the pilot was informed that the DEA's authority to operate over Moriches Bay had been suspended due to an on-going USAF operation in the area.

In fact, all airspace over Moriches Bay was closed to civilian air traffic. The helicopter pilot, possibly urged on by his hastily assembled passengers, sought further clarification.

However, he was told that if he attempted to enter the area, they would be prevented from doing so. The pilot had no alternative but to turn around and head back to Manhattan.

* This information came from two very confidential sources. Disclosure of their identities would, according to John Ford, do their future career prospects no good at al .

One source overheard a conversation and the other was involved in logging flight plans with the Federal Aviation Authority.

Kathy O'Donnel y works as a secretary for a real estate and insurance office and on 28

September had been working late until 9.00pm. Thirty minutes into her southerly drive home on the Sunrise Highway she saw six to eight very bright amber

drive home on the Sunrise Highway, she saw six to eight very bright amber-coloured lights above and behind her car.

She continued to watch the light as they gradually appeared to descend in altitude to almost tree-top height. They appeared to be keeping pace with her vehicle but were so bright they illuminated its interior. Frightened and confused, she accelerated and eventually came to the turn-off which took her closer to home.

Kathy arrived in her drive and before drawing to a stop sounded her car horn repeatedly. Her husband and a friend, hurried outside to see what the commotion was about. All three were soon staring at the sky across the street beyond a nearby potato farm - there were the strange amber lights which had described moments before. Only a minute had passed before the lights disappeared in the distance, heading out toward Moriches Bay.

Frank 'D' - Moriches Bay - Midnight

Frank 'D' lives near the shoreline of Moriches Bay. He is a New York State officer employed by the Nassau County District Court. He claimed that around midnight, he had driven to the shoreline to numerous parachute flares he had observed being dropped by helicopters and C-130 aircraft.

In subsequent statements released by the USAF and Coastguard, no reference is made to the dropping of flares.

Anonymous Witness - Moriches Bay 12.30am - 29 September A person who wished to remain anonymous told LIUFON investigators that he had a heard a loud splash over Moriches Bay at approximately 12.30am while out walking near the shore. At 12.45 am he saw helicopters hovering in the middle of the bay. They appeared to be interested in something which was in the water.

John "D' - Quoque 2.30am - 29 September

John 'D' is a commodities broker on Wall Street. He too sought confidentiality before revealing anything with LIUFON investigators.

Although he resides in Bay Bridge, Brooklyn, every weekend, during spring to late Autumn, he spent time with his sister and her family who live in Quoque. Their home is less than a quarter-of-a-mile from south of the main runway at West Hampton Air Guard facility.

West Hampton Air Guard facility?

At approximately 2.30am, the noise of helicopter engines forced him from his bed to stare out of the second floor bedroom window. At tree-top level, two large military helicopters were headed for the runway.

Cables were slung underneath, but the trees obscured his view of precisely what they were carrying. In the distance he saw the helicopters hover over the runway while men below saw their cargo safely lowered to the ground. The whole operation took some 45 minutes.

George Dickson's Story 4 October

George Dickson is an amateur anthropologist and independent UFO investigator in his own right. On 4 October 1989, George contacted John Ford and the LIUFON to inform them that he had been given information about a UFO incident which had taken place over Moriches Bay just a few days before.

George said the information came from an "impeccable" source - an Air Force Colonel attached to Air Force Intelligence at the Pentagon. It was the Colonel who confided in George that a UFO had been intercepted and brought down on 28 September over Moriches Bay by a 'Star Wars' weapon.

George was told that the UFO had crashed into sand dunes where it was subsequently retrieved. The Colonel also claimed to have told him that eighteen US personnel had been kil ed during the operation when those on board the craft retaliated.

The means by which they retaliated? George said the Colonel spoke of some form of low-frequency sound wave which destroys the molecular cohesiveness of known matter.

He also revealed that some of the fatalities included people who had proven psychic abilities to communicate with the occupants and any survivors, if required.(Project Moonbeam UFO Retrieval Group)

George refused to reveal the name of his source and has stuck by this, and the story, to this day.

Meeting with the Scientist April / August 1990

Meeting with the Scientist April / August - 1990

John Ford was approached by a man who claimed to be a friend and close confidant of a scientist who was involved in the Moriches Bay incident. He was told that the scientist was prepared to discuss the matter with him, but only on his terms and only when things had "cooled down". Ford and his col eagues agreed that this would be the basis for any interviews and a continuation of dialogue.

Late one Sunday evening in April 1990, Ford finally met with the scientist alone, known only as Dr. 'Nick'. A second meeting took place in August of that year. The man insisted Page 120

that none of the interviews be tape recorded and his true identity never revealed under any circumstances.

Ford was allowed to make written notes however, a task later undertaken in August by Kay Ford, secretary and treasurer to the LIUFON organization, who was permitted to sit in on the second interview.

At both meetings, Dr. 'Nick' stated that the United States had intercepted and brought down a wedged or boomerang-shaped UFO over Moriches Bay on the night of 28

September 1989.

His 'revelations' are listed thus:

1. He was present along with other members of his engineering team at the incident itself. The crash occurred around midnight or a little afterwards.

2. He had been involved in the study of crashed UFOs on behalf of the US Government since the 1970's.

3. He was first employed to study the electrics of recovered UFOs at S-3, an underground facility housed at Wright Patterson AFB in Dayton, Ohio. It was here, he alleged, that retrieved UFOs are stored.

4. His study of one such craft had convinced him 'their' technology was far in advance of anything known on Earth.

5. That technology was crystalline-based, from which came focusing elements used in

'their' propulsion drive mechanism. The crystals helped 'tune' frequencies which enabled the anti-gravity drive system to work. Those crystals performed a similar function to our micro-chips.

6. Aliens were visiting our planet to discover all that they could about our electronics and how we use and apply the electron in everyday use. Their goal appeared to be to learn how to 'fuse' both technologies into one.

7. The weapon used to bring down the craft was developed and built at A.I.L.

Electronics on Long Island with funds allocated by the S.D.I. (Strategic Defense Initiative).

8. He and his engineering col eagues developed circuits used in the Doppler Radar System while he was personally responsible for constructing the transmitter.

According to John Ford, Dr. 'Nick' took great pride in talking about the transmitter. He told Ford it was "..his baby that did the job".

9. The Doppler Radar System had been used because it could bend at 90 degrees in order to penetrate the craft's plasma field which surrounded its frame.

10. A weapons test had been conducted five weeks before the Moriches Bay incident at Fort Meade, Maryland. A previously recovered craft some 60ft across had been suspended in a secure hangar. The test proved successful as the craft fell in an instant onto huge inflatable cushions laid on the ground below to absorb its impact.

11. The craft brought down in Moriches Bay had been tracked for months because of its repeated sorties over the Long Island area.

12. This was only part of a confrontation which had been on-going for the past five years after a fall-out between the US Government and the aliens when an existing treaty had been terminated. Hostilities had not begun in earnest, but this was now an 'adversary condition'

was now an adversary condition".

13. He did not know what had happened to the wreckage or how it was removed from the scene. He did not know of any fatalities, but when told there had been a report that eighteen people had been kil ed, he thought the figure remarkably low in the circumstances.

14. A number of alien bodies had been recovered and sent to Brookhaven Laboratories.

He was certain of this because a number of his col eagues had seen them. He said, "This was a grey's ship, it is they who are our adversaries".

A CREDIBLE ACCOUNT OR CERTIFIED NONSENSE?

What credence one can attach to these fairly elaborate claims imparted by Dr. 'Nick' is totally dependent on the reliability factor afforded him by John and Kay Ford. They, and only they, claim to have met the man.

Presumably, they made their own checks to discover that he really is who he says he is, and worked where he said he worked. Unfortunately, that crucial element, which dictates the integrity of their reported dealings with this gentleman, is markedly absent.

However, Dr. 'Nick' did reveal the location where he and his team had parked and operated the weapons system on the night of 28 September. Unknown to him, when LIUFON members had visited the Moriches Bay area for on-site investigation, they came across a depressed circle of vegetation measuring some 75ft in diameter. They had never disclosed this 'find' to the public.

The location revealed by Dr. 'Nick' and the site discovered by the LIUFON team were one and the same. Either it was an extraordinary coincidence, or Dr. 'Nick' did indeed have first-hand knowledge of the incident.

DESCRIBING 'THE EVENT'

Dr. 'Nick' claimed that on the night of 28 September 1989, he and two other members of his engineering team had been whisked away from his office by two military officers.

They had previously been instructed to make themselves available for a possible demonstration test of their device and have a transmitter ready for use.

They were driven off in two civilian jeeps to Smith's Point Bridge. They carried on east over the bridge and along an access road to the dune preserve. The time by then was approximately 11.00pm.

As they passed a field used for parking vehicles, he noticed several large flat-bed transport trucks. Passing through the gate to the dune preserve, he was driven to the campground area. Here, he saw two camouflaged military trucks. One housed communications and the other was a mobile radar tracking vehicle.

A senior military official met the group and instructed them to go immediately to the Doppler Radar site, located on a peninsula that jutted out into Moriches Bay. The antenna was recessed into a sand dune to aid concealment and two large Ford vans packed with equipment were alongside. A 400Hz generator was also present.

As they made their way to the weapon, the group saw helicopters flying around the bay

- circling a formation of bright amber lights.

With the transmitter set-up and al systems connected, power to the device was switched on between 11.30 - 11.45pm. The antenna began to glow a bright blue color.

The team members were then instructed to wait until the object came into view.

Between midnight and 12.15am, a series of searchlights picked out the craft and its helicopter escort as it made its way along the shoreline. Dr. 'Nick' and his col eagues suddenly saw the object il uminated stil further when a series of white lights seemed to appear from its main body.

Now bril iantly silhouetted against the night sky some several hundred yards away and low over the bay, an order was given to "bring it down". Switches were thrown and the object fell instantly into the water, breaking in two on impact. This action produced a tremendous roar and slight swell.

Immediately, military officers close by ordered Dr. 'Nick' and his team to "get the hel out of there". They were ushered into jeeps and driven back over the

the hell out of there". They were ushered into jeeps and driven back over the bridge. Dr. 'Nick'

took a nervous glance back over the bay and saw that the object had sunk. Helicopters and searchlights hovered above the spot.

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A few days later, some of his associates who had been tasked with examining the wreckage, told him that alien bodies, an anti-matter reactor and advanced electronic equipment had been removed. He was also told that the metal composition of the craft was super strong and incredibly light.

WHISPERS AND RUMOURS

Research groups and investigators often receive numerous calls and correspondence from anonymous sources who claim to have intimate knowledge about a particular UFO

incident or experience.

The anonymous source can sometimes shed practical light on an event that has significant bearing, but by and large, 'revelations' from people who refuse to disclose their identities to researchers have to be treated with a pinch of salt.

A man claiming to be a retired Air Force officer residing in West Hampton, made two telephone calls to Kay Ford. He said he had served in the Air Guard at West Hampton until his retirement in 1986. He didn't want to reveal his name or precise whereabouts because it might mean jeopardizing his pension. The man told Kay he had been reading up on the Moriches Bay incident and that she might be interested to listen to what he had to say.

He claimed that in late 1983 or early 1984, another object was recovered by the USAF

off Long Island, and that he had actual y seen with his own eyes a 20ft long and 20ft wide boomerang-shaped object brought in by helicopter to West Hampton.

The object weighed in excess of 10,000 pounds and when exposed to sunlight, exhibited a fluorescent orange glow. He told Kay that the object was kept under tight security by armed guards for at least a day in an aircraft scramble shelter.

No one was allowed to go near or examine the object, but the next day a C-147 arrived at the base and took off with the mystery object for Wright Patterson Air Force Base.

Does any of this, and the reported revelations from the anonymous Dr. 'Nick' have any useful and meaningful substance? Such revelations do not constitute evidence, but they should not be entirely dismissed out of hand, and for one good reason - something quite unusual, some might say extraordinary, did occur over Moriches Bay on 28 September 1989. Exactly what that 'something' was remains a puzzle.

This is in response to the Smithpoint UFO recovery operation.

“A co-worker of mine on that night was returning from work to his home which is located about a quarter of a mile from the site in which the recovery operation took place. In the late night/early morning hours he and a lot of other people were stopped by the police and prevented from getting on the highway that crosses the island from Page 124

Smith Point to the Long Island Sound. A fairly large convoy of military trucks which were completely covered by tarps was seen going north towards the Brookhaven Lab complex. This was a highly unusual event as they closed the entire length of this highway in order for the convoy to pass by as unobserved as possible. The few drivers who were detained were instructed to not speak of the event. The trucks appeared to be carrying something very large.

It was revealed by others in the Brookhaven Lab complex that technicians were instructed hours before that they were to deploy a particle emitting device for tests at Smith Point that night. They had no idea why the deployment nor the reason for the tests at this specific site (a public beach).

They were instructed to power-up and be prepared to fire at a specific time in a specific direction (towards the ocean). At the moment they were to fire, they observed a large craft in which their "test" apparently knocked out of the sky. When they inquired as to how they knew exactly when this was to happen they were informed that this particular craft had been making the same rounds at the same time for months and hence the opportunity to test their latest device.

1990 January 9: Toquila Valley, Colombia

Odonatologist Ivan Naranjo and two passengers were traversing lonely Toquila Valley at night when their vehicle, a Nissan jeep, began to experience engine trouble. The utility vehicle soon ground to a halt by the roadside as its electrical system went dead.

Stranded in the middle of the Andean darkness, Naranjo was doing his best to get the vehicle in motion again, when one of the passengers gasped involuntarily at what was taking place in the night sky. In the horizon, headed their way, was an amazing interplay of red, green and yellow lights which did not correspond to any atmospheric phenomenon they could identify.

In spite of their situation, the stranded humans could only look on in sheer astonishment as the array of colors lit the sky and grew closer, increasing in size as it closed the intervening distance. Within seconds, a huge disk shaped vehicle, much larger than the largest airliner, was hovering unsteadily in the blackness over their heads. The object was out of control, and to their horror, about to crash-land right on top of them.

While their instincts screamed at them to run for cover, Naranjo and his passengers found themselves paralyzed by what he characterized as "muscular sluggishness". He Page 125

clearly remembers trying engage his legs into a last frantic, hopeless dash to safety before an object apparently weighing tens of thousands of tons fell on him. Then the incredible happened.

Out of nowhere, another massive, disk shaped craft entered the scene. Gliding into the space immediately above the dangerously wobbling craft, it fired what Naranjo described as "a dense beam of white light" at the vessel, stabilizing its erratic motion immediately.

The surreal event became even more so as two UFOnauts emerged from the larger craft to ostensibly perform repairs on the now-stabilized saucer.

The occupants paid no attention to the shaken humans below as they performed their duties. After an unspecified period of time, the repaired saucer began spinning furiously on its axis, vanishing in a thick fog. The rescue ship (if so it was) vanished amid a powerful whirlwind that stripped earth, rocks and dust from the surface below.

Exhausted by the ordeal, the shocked humans spent a night of fitful sleep in the wilderness. But the landscape that met their eyes the fol owing morning made them think they had awakened to a nightmare: the rocky desert gave the appearance of having been blasted by divine fire; water ponds adjacent to the highway had been turned into grim troughs of mud, and the carcasses of smal desert rats and lizards littered the landscape, roasted by some form of radiation. One of the passengers would later die of an unknown malady, possibly related to the strange energies released by the alien vehicles over the Toquil a Valley.

1990 Aug 22: Ebenezer, Prince Edward Island, Canada

One (August 22, 1990 impact near Ebenezer, P.E.I.) The Ottawa Citizen newspaper for September 4, 1990. says:. .

Shirley Yeo and her family watched a bright object Yeo said was shaped "like an ice cream cone" land in a field and glow for about two hours. A short time later, residents said, helicopters and airplanes arrived and circled the site.. .

Officials at Norad headquarters in Colorado and at a Canadian Forces rescue centre in Halifax said any sightings were probably meteor showers. Neither military agency would say if anything struck the ground.

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1990 September 2 - Megas Platanos, Central Greece About 03.00 hours that night, shepherds and some vil agers observed a small group of 5

- 6 UFOs aproaching the area from the North. One of them had an unstable flight and seemed to be having a problem. Strange lights came out of the UFO's fuselage, but without any noise.

As an eyewitness, shepherd Trantos Karatranjos, told me, suddenly the troubled UFO

lost altitude and crashed to the ground at a distance of about 500 metres away from him. He didnt hear any noise but a fire started burning the bushes. Trantos Karatranjos was very afraid to get closer and stayed in his position watching the phenomenon.

The rest of the UFOs in this group stoped over the "accident" spot and 2 of them landed near the destroved UFO. In a few minutes the fire in the bushes was

terminated (probably the crew of the landed UFOs stoped the fire).

For the rest of the night, til dawn, there was an unusual traffic from the ground to the flying UFOs. Light spots (something like smal space rafts??) went up and down, probably collecting the pieces of the destroyed UFO and the bodies(?) of the crew. They finished the col ection before sunrise and after that the rest of UFOs took off and were lost in the sky!

Meanwhile all the villagers had been awakened and had seen the whole operation.

Early in the morning the villagers went out to the spot (where all of this occurred) and they saw on the ground a burned oval shape in the ground with a cut pine tree in the center (it is stil in this place); and very small metalic pieces and pieces of wires around the tree.

Some of the the people, like Argyris Alevantas, col ected a number of these pieces. One strange think was that at the edges of the burned oval the fire stopped like it had been cut by knife!

Some hours later a team of Hellenic Air Force personel came in the area and told the villagers that this was nothing serious, maby a Soviet satelite crashed or a plane! They took some pieces of the UFO too and left the area.

Argyris Alevantas sent a piece of the UFO to the Space Research Institute in Brussels and they replyed to him that the item came definitely from space!

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1991 August 28: Shaitan Mazar in Russia The Shaitan Mazar is located in the Tien Shan Mountains of Kyrgyzstan near the border of China.

This incident of Shaitan Mazar began on August 28, 1991, at shortly before 5:00 P.M Aa extremely large object approximately 600 meters long, and 110 meters in diameter appeared over the Caspian Sea.

It showed on radar screens of the tracking station on the Mangyshlak peninsula, and radar computations showed the object moving at the speed of 6,300 miles per hour, at an altitude of 21,000 feet.

Tracking station operators immediately broadcast the "friend or foe" request.

No response was received. The streaking craft was now considered an "intruder." The cosmodrome at nearby Kapustin Yar was contacted, requesting information on any test flights from the facility. The officer in charge replied that there were no test flights of any type, and that he, also, had the object on his radar screen. Then operators at Mangyshlak issued a military alert.

The alert put the military into action immediately. Two MIG 29 fighters were diverted from a routine mission, and two others were scrambled from the peninsula. The pilots were ordered to attempt to force the craft to land, and if those orders were refused, to shoot it down! Military flight commanders gave interception coordinates to the planes.

They would meet with the unknown object over the Aral Sea.

Speeding to the position, the MIGs had the object on their radar screens. When they reached visual range, they were shocked to see a gigantic, elongated, metallic gray object. The flight leader requested the "friend of foe" response, and gave orders for the unknown craft to fall in behind the lead MIG, and follow it to a landing.

There was no response from the craft. Also, the UFO seemed unconcerned with the MIGs, which now surrounded it.

The MIGs had assumed a position of 800 meters from the unknown craft. As the MIGs closed in on the craft, the pilots noticed two port holes toward the front of the object, and green symbols composed of a language unknown to any of the Russian pilots.

As the MIG jets kept pace with the object, they radioed the status of their search to area defense headquarters. An emergency meeting was called to make a decision on the course of action. Should they give the order to shoot the craft down? This could blast it

out of the sky, and minimize the amount of information to be gleaned about its origin and mission.

High ranking officers decided to fire warning shots across its flight path, forcing it to fol ow the MIGs to a safe landing. "Close in from either side."

"Fly parallel to the target and fire warning shots in its path," was the exact order given to the MIG leader. The planes immediately responded by closing from 800 to 500

meters. They were ready to fire their weapons. As the pilots squeezed their triggers, there was no response from their controls! None of the electrical system worked. The cockpit controls were dead, and then the engines began to sputter. The object began to pull away from the MIGs.

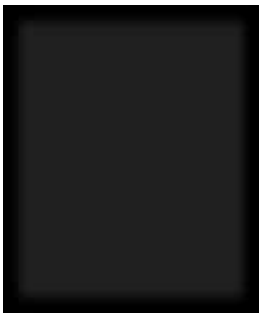
The planes were now unoperational. Their condition was radioed to headquarters, and they were ordered to nurse their planes back to base, and abandon the hunt for the intruding UFO. Radars on the ground continued to track the object, as it made a zigzag course back over the Aral Sea.

Mathematical computations assigned the craft's speed at an astonishing 42,000 miles per hour as it again assumed a path in civilian air space.

As the object left the MIGs, the controls on the jets began to return, enabling them to make a safe landing. Flight control ers at Mangyshlak made notification to air force and civilian personnel of the object's projected flight path.

They were told that an unidentified craft was traveling through their area, posing a serious threat of col ision with other craft. Approximately 45 minutes after the sudden appearance of the UFO, it simply vanished from radar screens.

Though shaken from the stirring events of the last three-quarters of an hour, there was a sense of relief among military personnel that whatever or whoever had invaded their airspace and crippled their jets, had left them. This was the end of the giant UFO, or was it?



Although the strange and unusual events of August 28, 1991, brought numerous debriefings and discussion, the

threat of the

UFO was now

passed. What

was the

enormous craft

that had

invaded civilian

airspace?

What was its

origin? What

was its mission?

Was the threat

from another

country? or

another galaxy?

These

questions were

tossed about

for a month

with only conjecture and speculation offered for an answer. The search for the UFO

would now take a dramatic turn.

would now take a dramatic turn.

By the end of September, rumors began to be spread about a large object which had crashed into the mountains of Shaitan Mazar.

Residents of the villages around Karakol were witnesses to an object of immense size that had met its fate deep in the mountains to their east, in a rocky gorge called "The Grave of the Devil," near the Sary Dzhaz River.

These stories became so prevalent, that an expedition was formed to make a dangerous trek up into the deep mountain forests to find this strange craft. Was the story of the villagers real? The expedition was now ready to answer that question.

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The group who formed this expedition was made up of experienced mountain climbers, locals who knew the danger of the mountains and woods, and members of the Russian UFO group, SAKKUFON.

The leader of this UFO group was the researcher Anton Bogatov, who would also lead the fact finding expedition.

The locals, who were descendants of the Mongol race would actually lead the way to the crash site, which would take them through the dangerous snow-covered Tien Shan Mountains.

Following sighting reports and rumors, the group traveled for two weeks through

the mountains. They could not find any sign of a crash. The mission had failed.

Later, dramatic new information was forthcoming. SAKKUFON received a report that the Russian Air Force had found the crash site in November 1991. While attempting to hoist part of the object from a snow-covered bank, the helicopter had crashed, kil ing all aboard.

Journey to the crash site in June of 1992:

They would begin from a camp located approximately one and one quarter mile from the supposed crash site. Their first obstacle would be to scale the northern face of the treacherous mountain.

The group's plans were to make a thorough

search of the area around the crash site for

any anomalies before making camp. The

stories of the radiation hazards may be real.

They would take all precautions before

proceeding to the object itself. It would be

the middle of June when the group of

volunteers met success. They had found the

craft!

The immense object had come to rest on a

plateau and in the process had broken into two pieces. One of the crew members would later describe the humbling elation of the find.

"There it was, a craft from another world."

Also, the craft was stil emitting an energy field of some type.

Expedition member Emil Bachurin would state, "You could feel it all around."

The crew was stil some 1,500 meters from the craft, but its unbelievable size was clearly discernible even from that distance. As the group approached to within 1,000

meters of the craft, they were overcome with an intense feeling of dread, and anxiety.

As they continued to approach the craft, these feelings created an overwhelming fatigue.

At the distance of 1,000 meters, delicate electronic instruments malfunctioned. The group could feel electricity around them, like humid, thick air. The only thing that pushed them on was the extraordinary sight of craft from a distant planet. There could be no doubt now. They were approaching an extraterrestrial spacecraft.

The electromagnetic field of the UFO was so intense that all compass needles were drawn directly to the object, while other types of measuring instruments simply went dead. From a closer vantage point, it was now clear how the object had met its fate. It had smashed into an overhanging cliff which caused an internal explosion. The explosion had caused the craft to break into two pieces.

The group was shocked at the power of the object's energy field. Many of the tests and measurements planned had to be canceled. Visual observations would have to suffice.

Doing what they could with moving to and from the field of the craft's power, some smal experiments were done. Power generators would burn up when pulled to start.

Other sources of power seemed to be swallowed up by the magnetic field of the other worldly spaceship. The researchers could now determine that the craft, after hitting the cliffs above them had skidded on its belly for a distance of 5,000 feet before coming to rest.

The nose was dented from the impact, and the mid-section explosion had blown out the metallic cover, bending it outward. Unfortunately, the members of the expedition were not able to approach any closer than 800 meters before the

energy field stopped them.

Many drawings and sketches were made of their observations.

The explosion damage in the craft's mid-section did allow a glimpse inside. Beams and flooring could be seen, arranged in a way as to imply more than one level. No sign of alien bodies could be seen from their vantage point.

The strange, green symbols were large enough to be studied, and they were copied exactly by Nikolay Subbotin. All agreed that the symbols did not represent any known language, but they confirmed without a doubt that this craft was one and the same as the four MIG jets had chased.

Photographs were taken, but obviously the radiation field caused the film to be overexposed, ruining some of the most valuable pieces of information in UFO history.

Some of the crew members received radiation burns at a distance of 800 meters. Video tape was also ruined, as the cameras would not even function at a close enough distance to film the craft.

In the distance, the expedition could see the remains of the Russian MI-8 helicopter, which had tried to hoist a portion of the craft. No bodies were seen. Were the bodies retrieved by the military? The strong electromagnetic fields could have disabled the helicopter's instruments, causing the crash, it was surmised.

There they were, so close and yet so far. They had been able to do what thousands of researchers and scientists could only dream of. They had actually seen a crashed UFO, yet so much more information was needed. They did have their own observances and testimony. They had sketches and drawings. They had an unbelievable story to tell whoever would listen.

1994 December: Nullarbor Plains, Australia

The site of nuclear tests in the 1950s, the Nullarbor Plain in Southern Australia has seen numerous incredible UFO sightings over the years. The Nullarbor Plain is a dry, almost featureless landscape with little rainfall occurring during the year. The plain extends 180

year. The plain extends 100

miles west and 150 miles east of the state border between South and West Australia.

The name Nullarbor means "no trees". Only saltbushes and bluebushes survive the intense desert climate.

One of the most interesting UFO reports to come out of the Nullarbor Plain involved a Australian National Railway diesel train. In December of 1994, Gary Edwards was working for the Australian National Railways Commission as a Station Assistant Class 3.

One night at approximately 2330 hours he was listening to the radio telephone, (the only communications link to train Control in Port Augusta in South Australia) when he heard the train driver say to train control, "There is a bright light above us and we are losing power." Then the driver said, "It has moved beside the engine, went up and done a steep dive to the right." The UFO appeared to crash into the nearby sandhill with a glow in the distance. The engines power then came back on, and it continued its run with no further problems.

When the train finally arrived at Cook railway siding, it was almost three hours overdue.

According to Gary, the train driver and fireman (assistant) were clearly shaken up by the incident. So much so, that both men shortly thereafter quit their jobs and disappeared.

John Beattie, a spokesman for the Australian National Railways told investigators, "We don't know what it was, or what caused the diesel train to lose power.

The two train operators say they experienced the power loss at the same moment they spotted the light. Because they have much experience of travelling through the outback, the light must have been very unusual for them to report on it."

The event occurred at the Barton railway siding which is close to the Woomera, joint USA/AUS prohibited area. Local rumors after the incident spoke of a

crashed flying saucer recovered at the site and taken into the Woomera area.

The next day the sighting made national news on ABC radio and in local newspapers.

However, the report never made international headlines, and the sighting was soon forgotten.

To this day, Gary Edwards wonders what it was that frightened his two col eagues so much that both gave up good jobs and vanished.

(They might have had to be committed because of the fright or committed because of what they saw – Around that time the Aussi Gov't was anxious to prevent everyone from talking about what they may have seen.)

1995 August 17 or 18:: Salta Argentina

"CONFIRMED," it began. "There was a UFO crash in Salta [Argentina] around the 17th or the 18th of August 1995, and it was all covered up. The incident occurred in the vicinity of Mt. El Crest in or near Metán, Salta. Thousands of people witnessed the UFO's maneuvers. .it was apparently struck by air-to-air missiles by an unknown type of aircraft (triangular?) and knocked out of the sky. Hours later a smal private plane flew over the crash site and it too fell to the ground.

The pilot later said that source of electromagnetic energy caused his plane to crash.

Subsequently, the area was cordoned off by Argentinean and foreign military personnel (NASA/Delta?), giving rise to the cover-up. We learned through our contacts that strange corpses were found amid the wreckage.. the craft was saucer-shaped, measuring some six hundred fifty feet across. Some rumors spoke of two hundred dead occupants, and stil other rumors suggested that the vast number of corpses was sent to Mendoza and then to the U.S. by plane."

The whole episode seemed like something out of a movie, and not even the most powerful governments in the world, nor the greatest conspiracy, could ever hide two hundred alien corpses from the public.

Nevertheless, something did in fact occur in Argentina's remote northern reaches, as evidenced by the mute testimony of the tortured landscape -- whatever it was that struck the ground tore vegetation from the ground and left deep scars on the surrounding hil sides. The impact was of such magnitude that seismometers ninety miles away from the region were set in motion.

According to information published in the press, a team of rescuers from the town of Rosario de Lerma, almost 150 miles from the crash site, set off to the area to initiate operations.

"We had no idea what it could be, but we went there thinking we'd find injured people,"

stated Pedro Olivera, the leader of the rescue team. Olivera went on to state that officials later told his group that "an object had exploded in mid-air" but would add nothing further.

The rescue team visited Cerril o, La Merced, Carril and other towns, and in each stop, found excited witnesses telling them about the uncanny celestial event, the subsequent explosion, and the rumbling of the earth beneath their feet.

Olivera's team struck pay dirt when they reached the foothil s of Mt. Crestón, a nine thousand-foot peak. They found themselves staring at an alien vista of charred vegetation and scorched rocks, and in the middle of this devastation, sat a metallic object which reflected the feeble rays of the sun. The rescuers radioed their superiors, advising them that the object had been located. Without any further explanation, the authorities ordered the rescuers to advance no further and to return to their base.

But the incident does not end there: on August 18, 1995, vil agers and townspeople reported seeing four-wheel drive vehicles manned by English-speaking personnel speeding toward the crash site. The testimony of an anonymous technician of the National University at Salta is particularly interesting: apparently, the foreign personnel were accompanied by university staffers and technicians from the local nuclear power plant.

The foreigners, according to this account, took with them chunks of a thin, metallic material resembling aluminum. The fragments allegedly "assumed a concave shape when joined" and had an unusual consistency. The anonymous university informer claims that all present were instructed to say that fragments

of a meteorite had been found, and that pieces of rock should be shown to the press.

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Raúl Córdoba, a Saltan journalist interviewed by Buenos Aires' Crónica newspaper on September 1, 1995 stated that "there is no doubt that we have NASA personnel here trying to conceal the truth, assisted by members of the National University at Salta, since it is already involved in the matter but refuses to publicize its involvement."

And what of the pilot mentioned in Sr. Aldunati's fax? His name was Antonio Galvagno, an experienced crop duster, conducted repeated fly-overs and landed at a number of farmsteads to interview their owners about the event. All witnesses agreed in their descriptions of the object: a very large, silvery, tubular object which exploded in the air before crashing.

As he flew his smal crop duster between two hil s, he noticed a long strip of burned vegetation, "as if someone had poured gasoline in a straight line and set fire to it."

Galvagno landed and camped for the night, intending to visit the intriguing area the fol owing morning. As the smal plane took off the next day, something inexplicable occurred: the smal twin engine craft plummeted from the sky as if it had flown into an airless vacuum. Galvagno put his six thousand hours of flight time to the test and managed to make a successful crash landing on a nearby hil .

However, this was hardly the first time that UFOs had crashed in the Salta region.

One evening in May 1978, the population of Vil a Mercedes swamped its local radio station with phone calls concerning an unearthly procession of fifty UFOs across the night skies. Otto Gall, the broadcaster on duty, was able to run outside and verify the events for himself: the wedge-shaped formation of greenish-blue UFOs grew from fifty to a hundred between 10:15 p.m. and midnight.

Raúl Pérez, a sergeant at the nearby Villa Reynolds air base, reported that the objects were flying at an estimated 15,000 feet, and appeared to be soundless, oval-shaped vehicles lacking any portholes or windows. Local shortwave operators were able to pick up Chilean broadcasts from across the border which

announced that an enormous fleet of "flying saucers" had just entered the area.

Further reports indicated that the aerial display was fol owed by an enormous detonation allegedly caused by a UFO which plummeted to the ground. The National Gendarmerie sent out its 210th Squadron to comb a vast area of wilderness comprising the localities of Baritú, Las Pavas and Los Toldos in an effort to find the crashed saucer.

One newspaper, El Tribuno, reported that the object had gone down in a gully ominously known as "Bolsón de los Fantasmas" ("The Ghostly Depths") near Sante Victoria. However, General Víctor González of the Argentinean High Command reported that the object had fallen near the town of Orán. Argentinean commandos continued the search right up to the Bolivian border, where they learned that their Page 136

neighbors were also engaged in locating another downed UFO. The Bolivian government, however, refused to discuss its search.

1995 September 15: Lesotho, South Africa

By the beginning of 1996, startling information came to the surface. According to sources of the South African Intelligence Service, an alleged non-terrestrial flying object with non-human entities onboard crashed in the mountains of Lesotho, a kingdom in South Africa.

A cover-up was established and an operation to retrieve the craft and the beings was immediately conducted. The name of the operation was "ROLD TSR." which means

"Recovery Operation of Lesotho Disk, Top Secret Recovery".

Seven years before, in May 1989, another crash had happened, the so- cal ed "Kalahari Incident". Most of the researchers were convinced that this was a hoax. Only a few, who dealt with all the facts such as the British researcher Anthony Dodd, remain steadfast that actual y an unidentified extraterrestrial craft was shot down by the South African Air Force at that time.

According to new information provided by the source of the Lesotho Incident, the craft of the Kalahari-Incident was shot down by squadron leader Gerald Peter Goosen with a

"Thor-2-Weapon" which was fixed on his Mirage jet. The "Thor-Weapon" was a MASER-gun built in the "Thor" factory in Johannesburg.

This "Thor-Weapon" so far was thought to be a microwave-weapon working on the principle of a MASER (Microwave Amplification by Stimulated Emission of Radiation).

But in fact the "Thor-Weapon" does not work with microwaves but magnetic fields:

"Magnetic Amplification.. ". It is known that there exists research in the principle of a HASER (Hydro-magnetic Amplification..) where the production of very strong magnetic shock waves plays a major part.

The "Thor" factory in Johannesburg was always surrounded by mystery. There were rumors that beside other there was participation in the production of "Red Mercury", a high explosive substance. In November 1991, the selling manager of "Thor" in Johannesburg, Alan Kidger, 48 years old, was mysteriously murdered. His body was found in the trunk of his car without head, arms and legs. These parts were found on the works premises.

More Documents

There are two sets of documents that were obtained, the first one with 20 pages and the second one with 22 pages.

The first one contains a police report and a military report of what happened in the mountains of Lesotho on Sept. 15 and 16 of 1995 Here is a transcript of pages 3 to 6 of 20:

SECRET / GEHEIM

PRIORITY INTERNAL REPORT

CASE HISTORY

On 15 September 95 at 22 h 20 local time, a black farmer Mr. Peter Lachasa

notified Sgt.

Thobo of the Leribe Police Department that he found a very strange looking craft on his farm which lay 12 km west of the Madibamatso River in Lesotho.

According to Mr. Lachasa at 21 h 15 local time he heard a strange sound in the sky near his farm which frightened his cattle and livestock.

Approximately 2 minutes later a dull explosion was heard. The complainant then went outside his house to investigate the cause.

Friends of Mr. Lachasa who also live in the boundaries of his farm informed him that they had been watching a bright light in the sky that was slowly descending to the ground, heading on a course towards the Lesotho foothil s. According to the witnesses the object exploded on impact with the ground, giving off a series of blinding flashes.

The complainant who from now on wil be referred to as the primary witness, then accompanied his friends to the site where the object had impacted.

According to the primary witness an electronic humming sound emanated from the craft after which the light around it diminished and the object became dull grey in color.

An intense heat field surrounded the craft which made close up inspection by the primary witness impossible. Dry grass in the area was set alight by the intense heat field surrounding the craft.

Fearing that the craft might have injured occupants the primary witness decided to inform the local police department at Leribe of the incident.

POLICE REPORT

LERIBE POLICE DEPARTMENT

LESOTHO

SECRET / GEHEIM

SECRET / GEHEIM

PRIORITY INTERNAL REPORT

On 15 September 95 at 22 h 20 local time Mr. Peter Lachasa arrived at Leribe Police Department and informed Sgt. Thobo who was duty officer that night, that he had found a strange aircraft on his farm which he requested the police to remove from his property as this was frightening his cattle.

The primary witness went on to explain how he and other witnesses on his farm saw the object crash near the foothil s on his farm.

At 22 h 34 local time Sgt. Thobo and Constable Nandi escorted the witnesses to the site to investigate the complaint. On arrival the police officers made the fol owing entry into their incident report.

1) A large round disk shaped object lay within the boundaries of Mr. Lachasa's farm.

2) The object measured approx. 18 meters in length and 3 meters in height.

3) The object was dull grey in color.

4) No windows / portholes or any form of entry / exit could be seen on the craft.

5) The craft did not appear to have any external damage or breakage even though the terrain surrounding the craft was severely disturbed.

Sgt. Thobo radioed his observations to Leribe Police Department whilst on the site and was instructed to return to the department and make an official report.

At 00 h 15 local time, a Lesotho Government official was contacted and a report consisting of two pages was faxed to South African Military Command 1 SAI Intelligence Unit in Bloemfontein on authorization of the Lesotho Government.

MILITARY REPORT

SECRET / GEHEIM

SECRET / GEHEIM

PRIORITY INTERNAL REPORT

MILITARY COMMAND / 1 SAI. INTELLIGENCE UNIT

BLOEMFONTEIN

The Intelligence Unit at 1 SAI. received a fax from the Lesotho Ministry of Defense in Maseru at 00 h 17 local time regarding a crash of an alleged unidentified /

unconventional flying object /aircraft that impacted on the farm of Mr. Peter Lachasa, a black cattle and livestock farmer who is located 12 km west of the Madibamatso River near Leribe.

Due to the nature of the incident it was decided to request information and possible confirmation from military air traffic control in Bloemfontein on any military / civilian aircraft in the sector at the time of the incident. It was noted that there were no aircraft in the area other than a routine Air Force Puma helicopter which patrol ed South African / Lesotho border approx 30 minutes before the alleged incident took place.

Commander George Human from the Airborne Division at 1 SAI. / 1 PARA Battalion instructed an aerial assessment of the area in question.

Two Alouette rescue helicopters were sent to the area. At 01 h 17 local time rescue team leader Captain Manie Louw reported that he was at the designated area and that a fierce field fire had engulfed the area. He went on to report his observations of the area as fol ows:

1) An area of approx. 400 square meters engulfed on fire.

2) A disc shaped metallic looking object of about 20 meters in length that seemed to be intact.

3) The terrain around the object was torn up and severely disturbed by the impact.

4) Due to the fact that it was night and smoke from the fire obscured vision, clear observations could not be made at the time.

Captain Manie Louw was instructed to patrol / secure the area until further instructions were given.

SECRET / GEHEIM

SECRET / GEHEIM

PRIORITY INTERNAL REPORT

To more than one of the officers at 1 SAI Intelligence Unit, this incident had the same markings of a similar event which took place in the Kalahari desert / Botswana in May 1989 and decided on the same course of action as was done then.

Military Intelligence in Pretoria was informed and instructed 1 SAI Intel. to maintain a sterile area of 150 meters around the craft, after which they wil take complete control over the situation.

3 battalions from 1 SAI Intelligence Unit was flown to the area to guard / secure the object until Foreign Technology Recovery Division from Valhalla Air Force Base arrived at the site.

At 03 h 47 local time the area and object was secured and operation ROLD TSR came into effect.

Due to the fact that this was a military intel igence operation dealing with an

unidentifiable foreign technology, all members of 3 battalions were issued with orders to arrest / eliminate any intruders who strayed into the secured area.

The area remained sterile until Foreign Technology Recovery Unit arrived at 05 h 55

local time.

We at 1 SAI. Intel Unit / Bloemfontain hope that this report you requested wil suffice.

Please inform us if you require any further assistance.

(Signature blackened)

General Patric Dwight

1 SAI. INTEL

SECRET / GEHEIM

There was information from other documents that three occupants of the craft of extraterrestrial origin were rescued - and a l i v e .

From a "Preliminary Medical Report" we know that the beings were brought into a research unit of the Swartkop Air Force Base in Pretoria for a close examination. The beings were anesthetized and then brought to a "Delta-Level" of the underground building where another team of specialized physicians did further tests.

In the "Preliminary Medical Report" it is said that the tests did show that the beings are humanoids with some reptilian aspects and have an apparently underdeveloped skeleton construction.

Care has to be taken in publishing names because it has come to light that some of those whose names became publicly known have had already great difficulties with official authorities. This happened to the leading physician of the team who examined the beings.

Page 14 of the twenty-page document is a letter of this physician regarding the beings.

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The transcript reads like this:

ULTRA SECRET

SOUTH AFRICAN MEDICAL RESEARCH INSTITUTE [emblem

Dept. of Experimental Biology and Embrionics inserted]

(Adress partly blackened)

VALHALLA / SWARTKOP AFB.

PRETORIA

0001

18 September 95

GENERAL PATRIC DWIGHT,

PROJECT ROLD TSR.

Your urgent communication to our department has been given priority attention and we confirm that we are able to participate in your project.

It is not clear if the three alien visitors are stil alive. It would be of assistance if you could specify what your exact requirements are in respect of medical or psychological investigative study and / or, if we have to perform any autopsies. A specialized unit would have to be activated for this purpose.

I thank you for inviting our participation.

Yours Sincerely

(signature and name blackened)

ULTRA SECRET

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1997 November: Naval Air Station, Grand Prairie, Texas UFO Report:

I along with two Naval Air Station buddies were manning our posts this evening. It was a clear night and almost every star could be seen in the sky. We were enjoying some chit chatting when we heard the distant rumblings of vehicles that were approaching the S.W. gate. We immediately manned our positions just in case. It was strange to have anything come down this road especially at 1:00 in the morning. As the noise approached a deafening roar, we saw the details of a Caravan coming around the road ahead of us. We just looked at each other because there was no guest roster in our hands detailing any official visitation.

The Caravan stopped just short of the gate and two military officers approached us from the leading Jeep. I immediately rang the relay station and the control center. After talking for a brief 10 seconds with the control officer in the control center, another voice took hold of the mic. Identifying himself as a Naval Commander which I wrote down but cannot remember, he informed me to open the gates and to ignore the visit.

I then received a call from the relay station where my commander informed me of the same. I wil not list his name here for possible repercussions. The two men that approached us wore cams with no insignias. Their M16's were not muffed so we knew they had live rounds. They took the roster I had filled in with the number of trucks, jeeps, motorcycles and Commander Instructions. I remember the number of vehicles. .12 in all. The convoy consisted of two large 18 wheeled trucks, 4 Large Flatbeds with something tarped on them, 2 Jeeps, a Motorcycle and 3 Troop Transport Trucks.

They looked like army issued but painted black except for the tarps. We are trained to hold some attention to detail. No Identification of any kind were given verbally or on the vehicles. We were scared at this point. Apparently, we were not supposed to know about this convoy. There are at least 4 Large hangers where we house some of the military aircraft that land. They commandeered two of these hangers as we saw them drive towards them and release the troops that were in the transport trucks. I must have counted at least 45 to 55 men taking up various points around the hanger.

As we looked through our binoculars, it was clear to me that what they were unloading was nothing I had ever seen before. My buddies just stood there with their jaws hanging open. It was an egg split down the middle. Both were caged in what looked to me a metal scaffolding. Each split of the egg shaped object was on each flatbed. If you put them together.. it would look just like an egg. There were no doorways, no landing gear, Page 144

no lights. .no nothing! Just a smooth half egg shaped looking thing. One very strange thing besides its shape, was that it had a mirror reflection that made it look like it was almost transparent until you realized it was mirroring what was around it. Men in lab coats and clean suits began to unload many crates from the 18 wheelers. I saw no other personnel besides what looked to be lab coated technicians, and the clean suited men.

All three of us were called at home later that evening by our commander who informed us that we were relieved of duty beginning the next day and that anything we saw would be denied by him and any other military personnel. I was really ticked off. This was my livelihood yanked from me. I called my buddies to confirm that they received the same message.

I wrote various letters to the Naval Air Station and my commander because I thought I knew him personally...hell he's been to my house! I keep getting the run-around and now they tell me that there is no commander with that name at the facility. I have made it my goal to continue this research until I get to the bottom of it. You don't know my name now, but you wil hear it soon. I have managed to acquire many documents concerning this convoy that "never happened" and plan on going public with it in the near future.

I just want everyone to know my name when I do to keep them from doing anything to me or my family. There exists a video of the events mentioned due to the fact that all exits and entrances to the bases are monitored.

1997 May 6: Lajas, Puerto Rico

World attention was suddenly thrust upon Puerto Rico again on May 6, 1997, when reports of a UFO crash near the town of Lajas (famous for the Laguna Cartagena incidents earlier this decade) at 3:25 a.m. erupted on the news wires and on the Internet, producing renewed interest in the island's UFO landscape, which had waned since the cessation of Chupacabras activity last year.

All accounts coincided on the fact that something had happened near Lajas, producing an intense brush fire in the habitually arid region, but the source of the fire became a bone of contention: one band of UFOlogists claimed that a spacecraft had hurtled out of the sky and exploded, causing the conflagration along with reports of Federal Agents who denied the local police access into the area.

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Another UFOlogist appeared on television denying that there was anything to the event aside from a meteor impact which triggered the fires, and suggested that the celestial event was being manipulated by a band of government-infiltrated saucer fanatics to discredit UFO research on the island. To everyone's surprise, an astronomer took the side of the pro-UFO faction, insisting that a meteor of that magnitude would have left a tremendous crater, possibly obliterating Lajas and the neighboring towns.

On May 7, 1997, Univision's Spanish-language Primer Impacto program presented a dramatic roundup of the events surrounding the mysterious Lajas incident: the interviewers reported claims that the Army had reported to the area to col ect debris from the impact site and that the consternation among the locals was clearly visible. It was also pointed out that unusually heavy UFO activity had been reported over Puerto Rico's southern tier, and that a woman from the city of Ponce had taken a video of a silvery, rhomboidal object crossing the skies.

Lucy Plá, an investigator affiliated with the Puerto Rican Research Group, based in Hato Rey, P.R., posted a radio news story to the Internet which indicated Lajas mayor Marcos Irizarry's belief that the explosion and subsequent fire had been caused by U.S. military experimentation in the area. Irizarry added in the newscast that a growing number of local residents were coming forward with accounts of a glowing object that fell from the sky, and that three distinct explosions had been heard.

An area radio station also experienced technical difficulties shortly after the detonations occurred, suggesting the possibility of EMP (electromagnetic pulse radiation). The San Juan Star (the island's only English-language newspaper) briefly mentioned that one resident, Francisco Negrón, said the fire burned with an unusual redness, which almost bordered on the supernatural. Tipping its hat toward the non-meteoric theory, the U.S.

Coast Guard suggested that "an airplane crash" may have occurred at that time.

While those interested in the matter are strongly cautioned to err on the side of skepticism, any meteor that can cause three distinct explosions heard by dozens of witnesses and disrupt a radio station is certainly more mysterious than any UFO.

1998 October 7: Paihuano, Chile

At 15:45 hours, residents of a small vil age in Val e de Elquí underwent an extraordinary experience which kept its 2,500 residents on the edge of their seats. A flying object described as having a metallic color and measuring some 15 meters across remained Page 146

motionless over the Las Mol acas hil , from which the entire town could be seen.

The object began to rise and abruptly made a sudden turn that split it in two before the awestruck witnesses. One part of the object fell on hil 's peak and the other behind it.

Accounts collected on the field by the many persons who witnessed the uncanny event lead to these conclusions:

1) The object witnessed was metallic (silvery)

2) The sun's rays reflected off its structure, aiding its visibility 3) Its shape was elongated

4) It remained on the summit of the hil from the afternoon of Wednesday the 7th, until Friday the 9th, when it was removed by personnel in uniform 5) Al of the townsfolk, including mayor Lorenzo Torres, witnessed the event 6) Earthquakes were registered after the object fell to the ground 7) Electric blackouts covered the entire region

8) Radio and TV broadcasts throughout Paihuano, Pisco Elquí and Monte Grande (two neighboring towns) were disrupted.

In view of the alarm caused by the event, a detachment of Carabineros (Chilean militarized police) looked at the object through binoculars and made an effort to reach the area on horseback after confirming the events described by the locals

reach the area on horseback after confirming the events described by the locals.

The rocky soil, composed of sedimentary stone, made getting to the top an arduous affair--it is known that several efforts were made to reach the top and that one of the animals died during the operation. Furthermore, communications between the police forces and their base were successfully intercepted: the law enforcement agents stated that they had found nothing on the summit, but that "comments would be made after the descent."

This transmission was sent by means of "Condor One", the special code employed by local police only in very special cases, and it is the first and only instance of the Carabineros taking part in this matter. 24 hours later, this unit was relieved by military personnel dispatched to the area to take charge of the investigation. Independent researchers carried out a survey among the local population to confirm in detail all of the information on what transpired as of the moment that the military forces cordoned off the area.

A Military Operation

Military personnel did not restrict its investigation to the residents of Paihuano -- it extended the operation to cover the neighboring towns of Pisco Elquí and Monte Page 147

Grande, aside from "combing" nearby hills to expel the local muleteers. This investigation, conducted jointly with military analyst and local researcher Roderick Bowen, was able to ascertain that local hotels reported an increase in the demand for lodging by U.S citizens who in all instances claimed to be tourists.

On Friday, October 9, several eyewitnesses described the arrival of trucks bearing uniformed personnel. Residents of the sector nearest the hil , including the goatherds who customarily make use of secondary alternative routes, were issued orders to refrain from ascending the hil and to stay away from the location.

A goatherd who was in the rear of Las Mol acas, and who wil not state his name for fear of reprisals, claims having seen the arrival of unmarked helicopters. These vehicles worked tirelessly from midnight until the early hours of Friday the 9th to hoist the object on metallic nets. It was subsequently installed in containers which were dragged to the positions occupied by large trucks belonging to the armed forces.

belonging to the armed forces.

Researcher Patricio Díaz, who lives in the area, managed to col ect several accounts from locals who described the nocturnal operations of these unmarked choppers as they lit a vast part of the hil and recovered the strange object on its summit, which shined intensely throughout Thursday the 8th, before the startled eyes of Paihuano's residents.

Omar Prieto, manager of the "Gabriela Mistral" tourist resort in the town of Pisco Elquí, stated the fol owing: "I had the chance to see it with my own eyes. It was something like the wing of an airplane, everyone could see it. It remained on the hil for 2 1/2 days.

After that, it disappeared during the night and there was no further information. Soldiers and members of the Carabineros kept us from going up the hil . Strange things are always going on here, such as blackouts or TV interference. We don't know why."

The site used by the military as their base is known as "La Palmilla" and is located on the slopes of the hil . The tread marks left behind by heavy trucks were in evidence the day after the object was col ected, and intense activity was also reported behind the hil .

One witness claimed that there was a large cleft, measuring some 5 meters long and some 40 centimeters deep, surrounded by boot prints and heavy vehicle tracks. This account was confirmed hours later by researchers Patricio Díaz, Luis Sánchez Perry, Miguel Jordán and Roderick Bowen, members of ESIO (Equipo Superior de Investigaciones Ovnilógicas), who visited the area to conduct field research.

As of Monday the 12th, persons climbing to the summit of Las Mol acas find stones painted the color of aluminum, clearly giving the appearance of being some sort of Page 148

premeditated disinformation effort. Surprising hypotheses were aired to explain the strange glare -- abandoned beverage bottles, or an optical effect caused by sunlight.

Significant Reactions

The El Tololo astronomical observatory stated unequivocal y that the

phenomenon had been caused by an out-of-control weather balloon which had fal en in Las Mol acas.

However, Gustavo Rodríguez of the Dirección General de Aeronáutica Civil and Secretary of the Comité de Estudios de Fenómenos Aéreos Anómalos (CEFAA) made it clear that there was no information regarding the launching of a weather balloon in the area, since all activities of this sort require 48 hours advanced notice.

Strangest of all is that El Tololo assumed powers it didn't have, even going beyond the competence of the CEFAA, while this Air Force-dependent agency recused itself and did not even initiate an investigation into the area, at least not officially. During an interview, General Ricardo Bermudez, CEFAA's director, stated that his agency simply had no faith in the events occurred at Paihuano.

However, an interesting bit of information emerged in a subsequent conversation with Mario Dusuel, a psychiatric consultant for CEFAA who had visited the area along with geophysicist Carlos Leiva. Apparently, these persons col ected the testimony of a muleteer who had been visited by a captain in the Chilean Air Force who questioned him about the object's fall. Now then, if CEFAA officially recused itself in this case, why then did it covertly send some of its best-qualified members to the area?

2004 May 15: Puerto Ordaz, Venezuela

An unidentified flying object crashed in the vicinity of the Raul Leoni Hydroelectric Station, also known as the Guri Dam, located on the Caroni River some 100 kilometers from the mouth of the Orinoco River at Puerto Ordaz, Ciudad Bolivar.

The accident, which occurred in the early hours of last Saturday, was witnessed by workers of the dam in question and took place to the northwest of this location.

Stringent security measures were taken immediately by active members of the National Guard, who proceeded to cordon off the area. The presence of U.S. personnel was also observed, a common feature in all crashes involving UFOs.

It must be noted that the Seismography Unit registered movement at the time of the unusual accident, a detail reminiscent of the Roswell, New Mexico event of 1947. With regard to an alien presence, no reports have been received at this time. Access to the crash site has been highly complicated due to torrential rains at the site during this time of year.

2008 February 18: Cape Town. South Africa

Port Shepstone rescuers are monitoring a mysterious situation in which "numerous"

eye-witnesses reported an unidentified object crashing into the sea on 20 May 2006

around Cape Town, during the afternoon, the National Sea Rescue Institute (NSRI) in South Africa had reported.

Eddie Noyons, NSRI Shelley Beach Station Commander, said eye- witnesses reported that an unidentified object, possibly an aircraft, had crashed into the sea behind the breaker line off-shore of the Port Shepstone High School. Police, rescue craft and a fixed wing aircraft were alerted to the scene to investigate.

"Fol owing a full scale search of the area covering 12 square nautical miles nothing has been found."

"There are no reports of activity in the area that may be related to this incident and there are no aircraft reported to be overdue or missing," said Noyons.

He said numerous eye witnesses---including teachers and pupils attending a sports event at the high school and other by-standers including local fishermen---were convinced they had seen an aircraft go into the water, including seeing smoke and water exploding.

Interviews with the witnesses revealed that some also reported seeing flames.

"Some reported seeing something, an unidentified object, splash into the sea causing a ripple effect of waves," Noyons said.

Due to the number of eye-witnesses with similar reports, it was presumed that weather activity in the area at the time might have given the impression of something falling into the sea

something falling into the sea.

"We wil continue to monitor the situation which remains a mystery," he had said.

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2008 March 14: Needles, California

On the night of the 14th, witnesses reported a brightly-lit, turquoise-colored object fly overhead and crash next to a nearby river. It emitted a trail and crashed with a loud noise. Immediately thereafter, helicopters with searchlights and grappling hooks came and recovered the object, which was stil glowing. Residents from a nearby town recall seeing many black SUV's with government license plates going to and from the crash site. Others involved in the reporting of this incident reported being "watched" by men in black vehicles. This event made national news and is highlighted on many UFO web sites.

Frank Costigan, former chief of security for LAX Airport, professes to having observed the crash around 3 AM. According to Costigan, the anomaly emitted enough light to il uminate the sky. Racing from northeast to southwest, the object slowed and accelerated, as if under intelligent control. Moments later, Costigan lost sight of the enigma behind a crop of hil s. Awaiting a resultant explosion, the ex-police officer was astonished when the crash generated no detectable noise.

Hours later, David Hayes, owner of local radio station KTOX, would view a procession of ominous vehicles, sporting military license plates, speeding into the desert. Having the misfortune of making eye contact with a driver in the formation, Hayes asserts one of the mysterious suburbans would later park itself outside his place of business.

A separate witness to the crash, reported observing the fiery enigma come to Earth approximately one hundred yards west of the river. Initially, this onlooker believed whatever struck the planet was a plane. While attempting to cal 911, He viewed a fleet of black helicopters arriving on scene no more than 20 minutes after the occurrence.

Amongst the vehicles was a Skycrane, which lifted a massive, radiating object from the ground and flew off in the direction of Las Vegas.

The mystery deepened when KTOX radio received a phone cal from a col eague in nearby Laughlin, Nevada, asserting the town's airport had been overrun by Janet planes on the evening of the al eged wreck. Janet aircraft are unmarked vehicles which transport employees to and from Area 51.

Shortly after the incident, the black suburbans witnessed about Needles vanished.

Whatever fell from the sky also disappeared, although perhaps not without a trace.

Frank Costigan believes an object the size of a semi-trailer, traveling at high velocity, should have left physical evidence upon impact. Perhaps burn marks or debris remain in Page 151

the aftermath of the wreck. Since the region is far from easily traversable, it may take a team of dedicated researchers to uncover latent proof.

From the eyewitness accounts, the object was located by army helicopters fairly quickly, which tells me it had a beacon of some kind. I would expect that if it were a military spacecraft. Clearly, the military was testing a top-secret high-altitude lifting body, and the X-37 (or X-37B) fits that description nicely.

While it does appear likely that it was an experimental craft of ours, possibly out of Area 51, some witnesses believe it had to be an alien craft.

Witnesses have stated that the object was the size of a semi-truck/trailer and that it bounced when it hit the ground. Catch that? Not crashed into a thousand pieces, but bounced. That sounds more like alien technology, being very light and made of extremely strong outer casings. Plus, they often are protected by some kind of force field.

Now here’s something else we need to toss in, just to make it more confusing: For some reason, The OST (Office of Secure Transportation), which is a division of the NNSA (National Nuclear Security Agency), which is a branch of the Department of Energy, was apparently involved in the alleged crash/recovery.

The NNSA is a little known and secretive but technical y not secret government agency that handles security of our nation's nuclear weapons and nuclear materials. The OST is a division of the NNSA that handles security of these

nuclear weapons/materials while in transport.

I can't see why the NNSA would be involved, unless whatever supposedly crashed either had nuclear weapons or nuclear technology on board, such as nuclear propulsion.

If nuclear technologies or weapons were not onboard whatever allegedly crashed, why would this government agency, the NNSA, be involved? I'l also note that the government's position on their involvement is that it is purely coincidental and that the agency was there for other reasons but I find this explanation to be extremely unbelievable.

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[redacted]

Ottawa, Ontario, Canada, 2009

Authorities said Tuesday afternoon that they had called off their search of the Ottawa River fol owing an overnight sighting of unusual, bright lights near the Deschenes Rapids.

According to an Ottawa Police Service media release, Ottawa and Gatineau police, fire services, paramedics and Canadian Forces Base Trenton's search and rescue team cal ed off their search Tuesday afternoon.

Const. Alain Boucher said Ottawa police received several reports that lights were seen travelling at high speeds on the Ottawa River, which could indicate that an aircraft crashed near the rapids at the Britannia Yacht Club about 10 p.m. on Monday.

Boucher said there were also reports that some witnesses heard a loud bang shortly after seeing the lights. Insp. Paul Gallant, an Ottawa police spokesperson, said the recovery effort had turned up a large object, but police later said that the object didn't appear to be a missing plane.

Some reports indicated the lights appeared to be a plane, he said. After contacting several airports in the area, police have no reports of a missing plane or any missing pilot, he said.

There has also been no sign of wreckage in the area, Boucher added. The rapids were not searched overnight due to safety concerns, but police said Tuesday afternoon that they were sending a camera 10 metres under water to investigate the object.

The National Defence co-ordinator had sent out a plane to look in the area, Boucher said. A military helicopter was

also in the area, and search

and rescue teams were on

site.

Officials said the search had

ended, but that if a report of a

missing plane is filed, they

could resume their recovery

mission.

Secrets of the UFOs

The UFOs, Are They Ours?

With the startling advances in the development of our top secret crafts, thanks to some help from aliens cooperating with us as well as secrets we’ve learned from

the many retrieved alien craft, it is getting hard to tel which of those in sky are our and which are theirs.

But it may come as surprise to learn that these innovative craft aren't as recent as you realize! The truth behind sightings of flying discs in the 1950s and 1960s wil amaze you.

Such as the existence of jet-powered pancakes built by Vought and Bel in the 1950s.

Thomas C. Smith who, as a Chance-Vought engineer, worked until 1946 on circular wing aircraft including the jet version.

And there's the testimony of former combat veteran and Air Force journalist Jack Pickett who saw and investigated four older USAF discs at MacDil AFB in 1967. He was allowed access to documents and photographs both of older discs and information about more radical contemporary designs.

He was initially tasked to reveal the truth about the nature and origins of these earlier discs in official AF publications - said by AF experts to have been responsible for the early saucer flap.

Despite initial openness with Pickett and his team, evidence of a change of thinking at the highest levels regarding flying discs in 1967 and the subsequent decision to maintain the cover-up at that time. The crash of a disc operating out of Avon Park AFB was said to be a critical factor in maintaining secrecy.

The evidence that the Pentagon did nothing to discourage alien stories from 1951 when a team of aviation experts, including Germans recruited under 'Operation Paperclip', visited A.V Roe in Canada to start an advanced disc construction program. 'Contactee'

stories were no doubt encouraged to cover-up these classified programs and to divert attention away from the reality of flying disc technologies.

And further evidence to substantiate the German-American origins of flying discs.

In addition, There's further revelations about disc construction at Papoose Lake and the role of the USAF and US Navy in the flying saucer story. FOIA documents and witness testimony have provided vital new leads

documents and witness testimony have provided vital new leads.

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But.. don’t let these revelations sway you into thinking that UFOs flown by aliens are rare or non-existent! Because that would be far from the truth. I’m sure that the aliens have very advanced stealth technologies and they could be traveling through our sky without ever being noticed if they wanted to. There may be zil ions up there right now and we just can’t see them.

Which brings up the question of why do they travel with all the flashing, multicolor lights? Did we tell them it’s required when they visit our planet? Are they afraid we might crash into them? Now it’s possible that their advanced propulsion systems may actually light up the craft or it could be from powerful magnetic forces used as a force field surrounding their craft, but besides that, there seem to be actual lights, I know, I’ve seen them before and fairly close-up! Alternating colors were going around the craft.

And then there’s the blue lights underneath their craft that they shine down to beam someone up or back down as well as for many other uses.

Damn, we are really good at zapping those aliens and their flying machines!

Now that you’ve read this book, I’l bet you were surprised at the number of UFO

crashes there have been, right? But I’m sure this is just the tip-of-the-iceberg…

Governments have gotten so good at covering things up and blatantly lying to us!

But what may come as much bigger surprise is the amazing amount of these UFO’s that we’ve been able to shoot down! We’ve probably been convinced that UFOs are invincible, we can’t penetrate their protective barriers and force fields and they can just snap their fingers and be light years away. We used to think they crashed because they had mechanical problems or the gravity here was too strong for them. Or, as in the case of Roswell, it was either the lighting storm that zapped those UFOs, or that new radar system we developed was inadvertently effecting their guidance system. (Oops, my bad, sorry about that you little gray guys!) and they were sure take that into consideration before the next excursion to our planet.

Well, no. We are stil using a similar type of radar, and we are doing it deliberately! We are sneaking up on them and knocking them out of the skies left and right! We even know what areas they frequent and we lie in wait for them with Star Wars style weapons.

OK, we've got Neutron Beams that disrupt electronic instruments and also the mental and nervous systems of people. They have been known to bring down planes by disabling controls and pilots and may just bring down UFOs too. (Heard that the Russians, a few years ago, used these to bring down a couple of our planes to teach us a lesson for destroying some of their space weapons!)

We've got Phased Array Radar systems, and a Directed ElectroMagnetic Pulse device, weapons which have been used by the US military in the past to bring down alien craft.

In the Lesotho Incident, covered elsewhere in this book, the alien craft was shot down by squadron leader Gerald Peter Goosen with a "Thor-2-Weapon" in his Mirage jet. The

"Thor-Weapon" was a MASER-gun built in the "Thor" factory in Johannesburg.

This "Thor-Weapon" so far was thought to be a microwave-weapon working in the principle of a MASER (Microwave Amplification by Stimulated Emission of Radiation).

But in fact the "Thor-Weapon" does not work with microwaves but magnetic fields:

"Magnetic Amplification.. ". It is known that there exists research in the principle of a HASER (Hydro-magnetic Amplification..) where the production of very strong magnetic shock waves plays a major part.

The "Thor" factory in Johannesburg was always surrounded by mystery. There were rumors that there was participation in the production of "Red Mercury", a high explosive substance. In November 1991, the sales manager of "Thor" in Johannesburg, Alan Kidger, 48 years old, was mysteriously murdered.

So just why are we shooting them down? Do they pose a threat and have evil intentions towards us Earthlings? If that's the case, a thank you to our leaders

intentions towards use Earthlings? If that's the case, a thank you to our leaders. But what if they are just tourists, maybe want to see all the funny looking Earthlings, do a little shopping, scout for some valuable minerals, should we just be shooting them down to add their UFO to our collection under Wright-Patterson.

(I hope that some of those doomed space travelers that we used "Beyond Star Wars"

weapons on weren't coming here to show us how to live peacefully and invite us to join some Galactic Federation!) That would be very bad for our Karma!

Another consideration: It is very likely that these visitors may not have travelled great distances to reach us, these UFOs may have originated from some secret alien bases here on Earth, or very likely from bases on the Moon! (Those are some of the things that the government is very anxious to hide from us, of course.) Page 156

UNIDENTIFIED FLYING OBJECTS

PROJECT MOONDUST - OPERATION BLUE FLY

In 1953, the Air Defense Command created the 4602d Air Intelligence Service Squadron (AISS) and assigned it to the official investigations of UFOs.

The squadron was headquartered at Ent Air Force Base, CO and soon moved to Fort Belvoir, VA with field units throughout the country. All UFO reports were to go through the 4602d AISS prior to any transmission to Project Blue Book, a public relations project with no access to reports above the Secret level.

The 4602d AISS dealt with more sensitive cases of national security concern requiring a higher classification. Thus, many UFO reports bypassed Blue Book altogether.

In 1954, Air Force Regulation 200-2 ("Unidentified Flying Objects Reporting") stated that the Air Defense Command has,

"a direct interest in the facts pertaining to UFOBs" and wil conduct all field investigations, "to determine the identity of any UFOB."

It stated that the ADC wil investigate the reports through the 4602d AISS, a

highly mobile unit composed of,

"specialists trained for field col ection and investigation of matters of air intelligence interest."

The document outlined col ection responsibilities for this unit.

According to an Air Force Intel igence Letter ("Betz Memo") of 13 Nov 1961, the 4602d had three peacetime functions:

UNIDENTIFIED FLYING OBJECTS (UFO) - A program for investigation of reliably reported unidentified flying objects within the United States.

PROJECT MOONDUST - A specialized aspect of the U.S. Air Force's over-all material of the exploitation program to locate, recover, and deliver descended foreign space vehicles.

OPERATION BLUE FLY – [A unit] to facilitate expeditious delivery to the Foreign Technological Division (FTD) of Moon Dust and other items of great technical intelligence interest.

The memo stated that all three functions involve:

"employment of qualified field intel igence personnel on a quick reaction basis to recover or perform field exploitation of unidentified flying objects, or known Soviet/Bloc aerospace vehicles, weapons systems, and/or residual components of such equipment."

A classified 1969 Air Force document terminating Project Blue Book ("Bolender Memo") made it clear that existing operations would continue to investigate UFOs even though the Air Force was closing Blue Book.

The memo established that UFO reports affecting national security,

"are made in accordance with JANAP 146 or Air Force Manual 55-11, and are not part of the Blue Book system" and that "the defense function could be performed within the framework established for intelligence and surveillance operations."

It stated that "reports of UFOs which could affect national security would continue to be handled through the standard Air Force procedures designed for this purpose."

As far as the public was concerned, the termination of Project Blue Book meant the end of the Air Force investigation into UFOs.

The Air Force stated publicly two months after the issuance of the classified Bolender Memo that the continuation of Project Blue Book could not be justified on the grounds of national security, since no UFO has ever presented a threat to national security. The Air Force misinformed the public by not acknowledging its continuing, secret investigation of UFOs independent of Blue Book, and its very real national security concerns.

Ongoing efforts to retrieve fallen objects are described in a 1970 State Department telegram to its embassies and consulates around the world requesting that they post any

"reports or sightings of entry into atmosphere or landing of 'space debris'." (Quotes around "space debris" are throughout.)

The offices are instructed to fol ow leads "as expeditiously as possible" without informing the local government or making public comment.

"Recovery of any material from such space debris would [be of] great scientific interest to USG," the telegram states.

A 1973 Secret State Department Airgram confirms that,

"the designator 'MOONDUST' is used in cases involving the examination of non-US

space objects and objects of unknown origin."

Beginning in 1989, Sergeant Clifford E. Stone, US Army ret., of New Mexico wrote to fourteen intelligence agencies for records on Project Moon Dust and Operation Blue Fly under the Freedom of Information Act.

Many of the documents cited here were obtained through his efforts. The responses from numerous agencies were inconsistent and evasive.

In 1990, the U.S. Air Force told Stone,

"we do not have any records responsive to your request."

The U.S. Air Force Intelligence Service stated,

"we have made a thorough search of our records and found none responsive to your request."

Four months later, the Air Force reversed their initial position stating,

"we have two records responsive to your request. However, they are exempt from disclosure because the information is properly classified."

The Defense Intel igence Agency stated that information pertaining to Project Moondust is classified and that the agency located no records on "Project Bluefly."

Fifteen months later, the DIA acknowledged that the State Department had eight DIA documents, but that two were not releasable. (There are numerous references in Moon Dust documents to DIA participation in retrievals.)

In a 1991 letter, the Air Force told Stone,

"we can neither confirm nor deny the existence or nonexistence of records responsive to your request regarding Projects or Operations known as Blue Fly, Moon Dust…"

On Stone's behalf, New Mexico Senators Jeff Bingaman and Pete Domenici agreed to make inquiries to the Air Force about Project Moon Dust and Operation Blue Fly.

In response to a letter from Senator Bingaman in 1992, the Air Force told the Senator that, "there is no Project Moon Dust or Operation Blue Fly. These missions have never existed."

When the Senator responded with documents challenging this, the Air Force "amended"

it's previous statement, acknowledging the existence and function of Moon Dust and Blue Fly with regards to UFOs.

In 1994, Senator Domenici requested eleven Air Force documents pertaining to Moon Dust and Blue Fly that were in State Department files but were denied Stone in 1991.

(At that time, the Air Force had not been wil ing to "confirm nor deny the existence or nonexistence" of these documents.)

The Air Force responded in December of 1994 that:

"the projects, as such no longer exist, nor do their files. Classified reports that existed, if any, presumably were destroyed."

Yet the Air Force informed a New Jersey citizen in 1998, in response to an independent request on Project Moon Dust and Operation Blue Fly, that,

"the information relating Project Moon Dust remain classified" and is being withheld.

This contradicts the earlier statement by the same office that the files did not exist and were likely destroyed.

Why did the US Air Force state that the documents had been destroyed when they were requested by a US Senator?

Why did it tell a second Senator that Moon Dust and Blue Fly never existed?

Why the great concern about releasing information concerning fallen space debris collected decades ago?

In a letter dated February 28, 1994, New Mexico Congressman Joe Skeen told Stone that the,

"House Government Operations Committee has taken an interest in this matter… Congressional hearings may be held on this matter later this session."

Skeen said he would also share Stone's report with the House Intel igence Committee.

In April 1997, the Air Force acknowledged to Stone that Operation Blue Fly's mission included,

"space objects and unidentified flying objects (UFOs) if any were reported available for recovery."

It goes on to state that no Soviet Bloc planes were ever downed in the US, and,

"no UFOs were ever reported downed or recovered in the United States or anywhere else."

These statements are patently false.

Air Force Intel igence files show that Operation Blue Fly was assigned to the intelligence exploitation of a Soviet-built Cuban helicopter in Florida.

More importantly with respect to UFOs, official documents released through FOIA directly contradict the 1997 Air Force statement.

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In 1965, a three-man team was sent to recover an object of unknown origin reported downed in Kecksburg, PA. (Witnesses state an object was recovered; the Air Force says nothing was found.)

In August 1967, an object described as a satellite crashed and was recovered in the Sudan under Moon Dust. (The description on the DIA document released by the State Department does not fit that of a satellite.)

In 1968, Project Moon Dust recovered four unknown objects in Nepal.

Also in 1968, a "dome-shaped object" with no identification marks was retrieved underwater off Cape Town, South Africa. The metal object had been subjected to extreme heat and showed no signs of corrosion. NASA determined it was made of

"almost pure aluminum" and stated that the NASA analysis of the sample and photographs "does not otherwise provide a clue as to its origin or function

although it is possible it is a space object of US origin."

In 1970, Moon Dust investigated a metal sphere that fel "with three loud explosions and then burned for five days" in South America. It had "ports" which had been melted closed.

A May 1970 State Department document describes a fallen, unidentified object in Bolivia, depicted in the newspapers as metal and egg-shaped. The Department expresses a desire to assist the Bolivian Air Force in the investigation. "The general region had more than its share of reports of UFOs this past week," the document notes.

It says that Panama and Paraguay checked with appropriate government agencies and

"no direct correlation with known space objects that may have reentered the earth's atmosphere near May 6 can be made."

All the documents on the above events represent raw, unprocessed field intel igence data.

The public, however, is not privy to the final determinations of these investigations.

Where are the finalized intelligence products? Where are the recovered fragments?

Our government wil not disclose what these objects were. In fact, the Air Force denies these events ever happened, even though official documents show otherwise.

The Kecksburg incident is an ideal focal point for further inquiry into Moon Dust and Blue Fly, since it is already wel documented. The object fell on American soil. There were witnesses to the object on the ground and its removal by an Army vehicle.

Countless others saw the Army cordon off the area, blocking access.

Project Blue Book files state that no object was found in Pennsylvania

Project Blue Book files state that no object was found in Pennsylvania.

They also acknowledge that no space debris entered our atmosphere that day and that

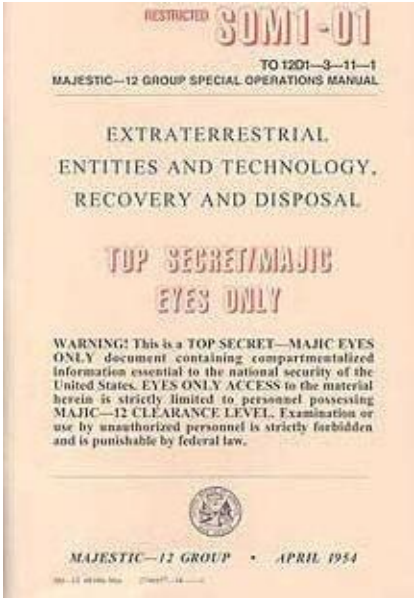
"aluminum type" fragments were retrieved in Michigan. (Where are they now?). It is likely that Blue book was not informed about the retrieval of this object since it would have been classified higher than Secret.

In short, the documentation shows that the United States Air Force has continued to conduct a highly classified UFO investigation program in conjunction with other government agencies.

Under this program, Project Moon Dust and Operation Blue Fly have recovered objects of unknown origin. We, as citizens, have been denied knowledge of what they were.

Physical evidence in the possession of the U.S. Government could shed light on the UFO question as would nothing else.

The Kecksburg case also has the potential to generate more documentation on Project Moon Dust and Operation Blue Fly, which hold the key to other cases involving downed objects of unknown origin.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MAJESTIC—12 GROUP SPECIAL OPERATIONS MANUAL

EXTRATERRESTRIAL ENTITIES AND TECHNOLOGY, RECOVERY AND DISPOSAL

TOP SECRET/MAJIC EYES ONLY

WARNING! This is a TOP SECRET—MAJIC EYES ONLY document containing compartmentalized information essential to the national security of the United States. EYES ONLY ACCESS to the material herein is strictly limited to personnel possessing MAJIC—12 CLEARANCE LEVEL. Examination or use by unauthorized personnel is strictly forbidden and is punishable by federal law.

MAJESTIC—12 GROUP • APRIL 1954

SOM1-01 UFO Crash Retrieval Document

SOM1-01 UFO Crash Retrieval Document

There exists a parallel organization to the conventional military that borrows military personnel for a variety of ad hoc duties that are overseen by a covert management group mentioned in SOM1-01 - Majestic-12 Group.

SOM1-01 describes the history of this group as fol ows: Operation Majestic 12 was established by special classified presidential order on 24

September 1947 at the recommendation of Secretary of Defense James V. Forrestal and Dr. Vannevar Bush, Chairman of the Joint Research and Development Board.

Operations are carried out under a Top Secret Research and Development -

Intelligence Group [Majestic-12 Group] directly responsible only to the President of the United States.

Documents such as the Eisenhower Briefing Document, the Truman Memo, and the Cutler Twining Memo confirm that the Majestic-12 [or MJ-12] Group was created by Presidential Executive Order as highly classified part of the executive branch of government that recruits extensively from the military, but is not itself a military department.

The Majestict-12 Group sits at the apex of an extensive network of government-military-corporate organizations and joint projects engaged in classified activities Page 163

concerning extraterrestrial technologies and extraterrestrial life forms. Chief among these classified activities is overseeing the location, retrieval and reverse engineering of crashed UFOs that are extraterrestrial in origin.

This extensive network of classified organizations and projects can be described as a second Manhattan Project. Manhattan II is funded by a set of covert mechanisms that are extra-constitutional in nature, and estimated to be over one tril ion dollars annually.

and Project Moon Dust.

Clifford Stone’s Claims Regarding UFO Crash

Retrieval Operations

Staff Sergeant Clifford Stone served in the U.S. Army for a 22 year period from 1969 to 1990.

He claims that he was recruited into an elite UFO retrieval team due to his natural ability to telepathical y communicate with extraterrestrial biological entities (EBEs).11

He claims that he was picked out during his childhood by the U.S. military and had an Air Force Captain regularly visit him on a weekly basis who encouraged Stone to pursue his interest in UFOs, and eventually influenced his decision to join the military.

Upon joining the Army Stone found himself starting a very untypical military career in a highly classified project he subsequently learned was called Project Moon Dust.12

Stone says he was initially given training in Nuclear, Biological and Chemical Warfare at Fort MacCallum, Alabama; and then given regular army assignments until called away to perform his UFO crash retrieval duties when required. A mysterious ‘Colonel’ was the individual who supervised Stone while performing his covert duties.

Stone claims that when required for UFO retrievals he was typical y cal ed out for temporary duty (TDY) to serve between three days to a week, but in some international cases these could take longer with one month being the longest. His army service record refers to him only performing clerical duties as a typist; and has no reference to his alleged training for, or assignments with, UFO crash retrieval teams.

Finally, Stone described how his effort to retire from the Army in 1989 (after twenty years of service) was opposed by the ‘Colonel’ who said his crash retrieval services were stil required.

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Some support for Stone’s claims of having worked in covert UFO retrieval projects is extensive documentation Stone uncovered to support the existence of classified UFO

crash retrieval teams associated with Project Moon Dust, and of crash retrieval operations in various countries.13 Stone began, in the late 1970's to use Freedom of Information Act (FOIA) requests to uncover information disclosing the existence of project Moon Dust that was created to recover debris of UFOs.

In addition, Stone's military service was characterized by his dogged determination to disclose UFO information even though this was highly unusual for someone engaged in full time military service. His efforts were not viewed favorably and even opposed by his Army superiors.

His FOIA activities led to punishments such as censure, being confined to base, relocation to foreign US bases, and the failure to progress in rank beyond Staff Sergeant.

Stone's conflict with Army authorities over his FOIA requests, and the actual documentation on Project Moon Dust are circumstantial evidence for his claim that he was secretly recruited into covert UFO retrieval teams without the knowledge of his military superiors.

Stone's use of FOIA was particularly important since this would be a logical legal instrument used by an individual who desired to disclose the nature of his activities without making unauthorized disclosures of classified information.

Stone's FOIA research led to him being acknowledged by UFO researchers such Major Kevin Randle who described his "pioneering research;" and Stanton Friedman who described him as a "dedicated researcher" who brought into the public arena "a multitude of government documents, many never before published."

Both Randle and Friedman subsequently distanced themselves from Stone when he publicly announced that he worked with UFO crash retrieval teams, and did not have the documentation to verify this. To help substantiate Stone's claims, I wil now examine them in relation to SOM1-01 to find parallels and consistencies in terms of procedures and policies.

If Stone's claims are consistent with SOM1-01, then this helps confirm his testimony.

Also, such consistency would help identify the security procedures used to manage personnel recruited into covert UFO crash retrieval projects.

Contrasting Stone’s UFO Crash Retrieval Claims with SOM1-01

Stone claimed that he was part of a highly classified advance team for crash retrievals that would check for biological or radioactive contamination.

This was combined with his most important duty which was to be the telepathic interface in case communication was required with any EBE found at the crash scene.

Stone claimed that these operations were led by an individual who wore civilian clothes whose rank he was never told but whom he cal ed 'Colonel' due to his behavior in terms of taking charge of retrieval operations, and leading the debriefing sessions. This appears to be very odd given the propensity for operations involving military personnel to be led by military officers where rank dictates authority.

However, the ‘Colonel’ and the covert team Stone was recruited into what appeared to be one of the “Special Teams” described in SOM1-01 as fol ows: 4.a. The recovery for scientific study of all materials and devices of a foreign or extraterrestrial manufacture that may become available….

4.b. The recovery for scientific study of all entities and remains of entities not of terrestrial origin which may become available…

4.c. The establishment of Special Teams to accomplish the above operations.

These special teams would not require any distinguishing uniforms specifying rank since they were given “Top priority” at UFO crash retrieval locations: 4.d. OPNAC Team personnel wil be given TOP Priority at all times regardless of their apparent rank or status. No person has the authority to interfere with the OPNAC

Team in the performance of its duties by special direction of the President of the United States.

In addition, Stone claimed that he sometimes traveled internationally to perform crash retrievals that were led by the ‘Colonel’.

This is consistent Stone’s overseas assignments and with the fol owing SOM1-

This is consistent Stone's overseas assignments and with the following SOM1-01

passage:

4.e. Establishment and administration of covert operations to be carried out in concert with Central Intel igence to effect the recovery for the United States of extraterrestrial technology and entities which may come down inside the territory of or fall into the possession of foreign powers.

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Stone's testimony of his 'special team' being led by a civilian who took charge of the crash retrieval operations despite the possibility of high ranking military personnel at the scene, is consistent with SOM1-01.

Stone further claimed that the 'Colonel' allowed him to read a three inch thick booklet that contained information on 57 known types of extraterrestrial biological entities (EBEs):

That information was from a little publication that they had that the person I called the Colonel always carried [with] him. … It was a little booklet that he carried, actually a little thick booklet, a loose leaf notebook type situation.

But the intent of cataloguing the different species was so that they could render the best first aid they could in identifying which species they had at any given location.16

Stone claims he first saw the Heinz 57, "EBE Guidebook" in 1979 and said that it contained much information on each of group of EBEs in terms of their physiology, food requirements and medical information.

He claims he could read the Guidebook when he was serving on the retrieval teams up until 1989. Stone says that the Guidebook was to be used in case First Aid had to be administered to any EBEs found at crash sites.

We can now compare his claims with a passage from SOM1-01: 24.b. Injured or wounded entities wil be treated by medical personnel assigned to the OPNAC Team. If the team medical personnel are not immediately available.

First Aid wil be administered by Medical Corps personnel at the initial site.

Since little is known about EBE biological functions, aid wil be confined to the stopping of bleeding, bandaging of wounds and splinting of broken limbs.

No medications of any kind are to be administered as the effect of terrestrial medications on non-human biological systems are impossible to predict.

Stone's testimony is consistent with the first aid assistance described in SOM1-01.

As part of the advance team attending crash retrieval sites, Stone would have a "need to know" when it came to administrating first aid to injured EBEs. Stone's testimony however indicates that knowledge of EBE physiology had considerably advanced since 1954 when no substances were prescribed for dealing with EBE injuries by SOM1-01

since the effects were "impossible to predict".

By 1979, however, a medical manual was made available to detail what substances could or couldn't be administered. This indicates that in the 25 years since SOM1-01 was crafted, a great deal of information had been acquired on EBE physiology. This is Page 167

consistent with the number of crash retrieval operations that have been estimated to have occurred over these years, and the knowledge gained through them.

In a July 2005 Stone described the codeword he would receive for leaving his normal duties to go on TDY assignment with the Project Moon Dust crash retrieval team: The code word that was used with me was "the general sends his regards". I didn't know if there was a general involved or not since I never saw the general.

I was told "bags to go", so you grab your DA-50 bag, all your equipment wil be packed and you kiss your wife and your children good bye and you left. You never knew if you were going to see them again. There were accidents where people didn't return.

This reveals how his crash retrieval duties would be conducted without knowledge of his immediate army superiors.

As far as they were concerned, Stone would be called away to perform TDY duties or training, and would then have to return to complete his normal military

duties of training, and would then have to return to complete his normal military duties.

The fol owing quote describes the nature of the security clearance required by Stone when called away from his normal Army duties to participate in crash retrieval operations.

Well any time I needed a security clearance, I had whatever security clearance to do whatever it was they wanted me to do. You were debriefed afterwards and you sign the non-disclosure agreement, but it's not supposed to work that way.

It's supposed to be that they give you that on a one time basis, on a "need to know" and that's where it stops short of getting the actual clearance and being fully briefed into the job.

We can evaluate Stone's statements concerning being called away through the use of secret codes and the issuance of temporary security clearances in terms of SOM1-01:

"Contact with EBEs by military personnel not having MJ-12 or OPNAC clearance is to be strictly limited to action necessary to ensure the availability of the EBEs for study by the OPNAC Team."

This supports Stone's claim of being clearances on a one time "need to know" basis, where he was not given the higher security clearance of MJ-12 personnel. The use of codes to summon Stone to his covert duties would be a means of maintaining "absolute top secrecy" as required by section 4.f in SOM1-01:

"The establishment and maintenance of absolute top secrecy concerning all the above operations."

Stone's reference to getting the "actual clearance and being fully briefed into the job"

involved completing training at what he described as "the school:"

I was not aware of where it was located, what was taught. I got to meet some people who went there and to me they were scary. It was like, you know, even enlisted people were above reproach. I mean, it was like "your station in life is

less than mine because I know secrets that no one else knows." It's hard to explain but there's something sinister about the people when they came back from the school.

The "school" was something for those interested in making more of a commitment to working with MJ-12 and experiencing the career advancement such covert work would bring.

Finally, Stone claims that during his first recovery operation for Project Moon Dust in 1969 he was assigned to guarding a captured EBE. The EBE revealed to Stone during their telepathic communication that it intended to escape. Stone claims that the EBE

would have been terminated by security in making such an attempt. In order to ensure the EBE's safety, Stone decided to help the EBE escape.

This extraordinary claim that extraterrestrials can be terminated out of security concerns is corroborated in the fol owing section of SOM1-01: 24.c. In dealing with any living Extraterrestrial Biological Entity, security is of paramount importance. All other considerations are secondary. Although it is preferable to maintain the physical well-being of any entity, the loss of EBE life is considered acceptable if conditions or delays to preserve that life in any way compromise the security of the operation.

Like many whistleblowers revealing classified information concerning UFOs, there is controversy over inconsistencies between Stone's testimony, and lack of documentary evidence to verify his alleged training and service in covert projects.

Stone claims that all his covert training for, and duties with crash retrieval operations, were not recorded in his military records.

The exclusion from military records of all reference to training and deployment for crash retrieval operations is consistent with a policy of maintaining "absolute top secrecy" as detailed in section 4.f of SOM1-01. Sanitizing the training and service records of personnel associated with crash retrieval teams would be a means of maintaining the 'absolute secrecy' required for these operations.

The absence in Stone's military records of any reference to covert projects related to EBEs replicates what occurred for Dan Sherman. Sherman claims that

his covert training Page 169

for telepathic communication with EBEs, and his actual service in that capacity was not recorded on his military service record.

I wil now examine Sherman's background to provide a means of contrasting and corroborating Stone's crash retrieval testimony given the lack of documentation to confirm the latter's claims.

Dan Sherman and Project Preserve Destiny

Dan Sherman served with the US Air Force for twelve years (1982-1994) and received a number of awards including the Commendation Medal and the Achievement Medal.

He was recruited into a classified program, "Project Preserve Destiny" (PPD), that was conducted under the auspices of the National Security Agency (NSA).21 The training was for Sherman to become an "intuitive communicator" with EBEs.

Essentially, Sherman would learn to telepathical y interface with EBEs and pass on this information through a secure computer system to his handlers within the NSA.

Sherman's training for PPD was conducted at the same time while training for a conventional military career in electronic intelligence (ELINT), which itself was classified.

Significantly, Sherman was told that he suited to the task since he was identified early in his childhood by the military as someone that was capable of communicating with EBEs.

He claims that his desire to join the Air Force was stimulated by a Major Roberts stationed at nearby Beale Air Force base who regularly visited Sherman's home when he was between 10-11 and talked to Sherman about how great life was in the Air Force.

Sherman described that his ELINT training acted as a cover for his participation in PPD.

In his book, Above Black, Sherman revealed how he was recruited and trained in a way unknown to his normal ELINT military trainers. The training occurred over the same period as his normal training in ELINT.

He describes his contrasting training experiences as fol ows: I remember my day of ELINT school being fun because I had a lot of people to interact with… The first day of PPD school could not, in any way, be described as fun. By my Page 170

second day of attending PPD school I was sick and tired of it and I didn't want to go anymore. The novelty of being an "intuitive communicator" had worn off. 22

When he was subsequently assigned to the NSA, Sherman worked on a specially designed computer where he could perform both his normal ELINT work, and also work as an intuitive communicator when required with EBEs.

The individuals responsible for Sherman's training and subsequent covert work within the NSA were officers with the rank of Captain who would not operate through the normal chain of military command either within the USAF or within the NSA. The responsible organization appeared to be a parallel system that operated through but was not part of the NSA. He worked on PPD for almost three years.

He says that when he asked to leave PPD he was denied, and told that he would be forcibly re-enlisted regardless of his wishes.

Sherman claims he was so angry and determined to leave, that he came up with a strategy that would lead to his departure:

"Anyone who has a dire need to rid themselves of the military can use this method, but I don't advise it… However, I knew this was the only method I could use that would completely shut out the authority of my PPD chain of command."23

Significantly, Sherman's military record does not reflect his training as an intuitive communicator, or his subsequent work as a telepathic interface with EBEs.

Nor is there any record of who the officers were that he reported to in

performing his intuitive communicator work. Sherman´s experience offers an independent means of corroborating the testimony of Clifford Stone.

The seven elements in Table 1 (below) appear in both the testimonies of Sherman and Stone, and suggest that they were recruited into projects overseen by the Majestic-12

Group. MJ-12 had created a system for recruiting personnel that would be a very effective means of maintaining secrecy.

Sherman's whistleblower testimony offers important corroborating support for Stone's claims for having worked on UFO crash retrieval teams.

Combined with a number of consistencies with SOM1-01, Stone's highly specific FOIA requests on Project Moon Dust, his long military service, it can be concluded that Stone's testimony is very likely an accurate reflection of his experiences while working on UFO crash retrieval teams.

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